CYCLE NEWS®

King Kenny clobbers Argentina! (p. 12)

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Fast talk!
We interview Donnie Hansen

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AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

Life in the fast lane

Donnie Hansen

By Karel Kramer

Photos by Mark Kariya and Kramer

Life in the fast lane — it's somewhat of a California-esque term, but it certainly sums up the last three years in the life of one Donnie Hansen, a motocrosser from the Golden State who's approaching the peak of his profession.

Hansen's first appearance in the National spotlight came in the 1979 Superbowl of Motocross, where he turned in a seventh place finish on a privateer Can-Am. That plus a lot of local success led to a Honda factory ride beginning in 1980.

Injuries kept him down somewhat in 1980, but 1981 found him climbing upward at a dizzying rate. He finished third in the 250cc National MX wars behind superstars Kent Howerton and Bob Hannah, and placed sixth in both the Supercross and Trans-USA series to net the best overall record of any Honda rider.

In September of 1981, Hansen was picked to the "second rate" team of Honda riders in a last minute Trophee and Motocross des Nations effort. European chortles before the event turned in to American national pride afterwards as the team of Danny LaPorte, Johnny O'Mara, Chuck Sun and Hansen decimated both races. It was truly a landmark event.

And such landmarks were to continue. On Dec. 26 of the same year, Hansen was married to the lovely Lisa Petty, daughter of plastic products prophet Preston Petty.

When the 1982 Supercross season kicked off at Anaheim with the Miller High Life Supercross Kickoff, Hansen scored his first overall victory with an impressive win before a stadium record crowd of 70,205.

Another win in Seattle and consistent finishes since then have Hansen running first in the Wrangler Supercross Series point standings with five events remaining.

Donnie and Lisa live in the growing suburb of Canyon Country, located in northern Los Angeles county. The effects of Donnie's success are apparent in the very neighborhood: "None of these kids rode before Donnie moved here," said Lisa as an assortment of minis and trailbikes buzzed by on the street, "Now all of them do. Donnie trades them goggles or other gear to work in the yard or wash the car." Each of the riders looks like a miniature Donnie Hansen clone, with jerseys that wrap the diminutive riders several times over.

Hansen has a reputation as a quiet person, but when he sat down with us he had a good deal to say. He doesn't talk a lot, usually, but he does have his views. Join us as we talked...

You were racing here in California and it looked like instantly you were an Expert going fast and you got your factory ride on one race. You finished seventh at the Coliseum on your Can-Am and all of a sudden you were a factory rider going fast. But that's not true, you've been riding for a long time haven't you?

I started when I was seven. I was riding quite a while and then I started racing TTs. I rode those for a couple of years and a guy named Ron Smith wanted to sponsor somebody in motocross. He had some Maicos and was looking for someone to ride his bikes. He talked to this Larry Shoemaker at International Yamaha in Canoga Park. He happened to be a friend of ours and he suggested me. I decided I'd try it, because things would be free and that'd be great because my dad was paying for everything in the scrambles and it was expensive.

We borrowed a 250 Yamaha and went out to Valley Cycle Park. I won that day in the 250cc Junior class so Ron was happy with the way I was riding so I had Maicos. It was kind of like a factory ride when I was a Junior, because everything was paid for and I had new bikes every three or four months and whatever we needed in the way of travel and stuff. It made it a lot easier on us and I turned Pro within six months or so.

I was riding locally on the Maicos for Ron and California Motorsports and then we started riding Yamaha. I got a support ride through Yamaha and I was riding out of Shoemaker Cycle Service. I rode for them for a couple of years. At the end, we weren't getting good help from Yamaha. I only had one bike and the thing was getting really old and every week we had to completely tear it apart and weld up the frame and rebuild the shocks, just really old and whipped.

Yamaha wasn't giving me another bike so Can-Am was going to help us out. We figured that it might be better since Can-Am was so small that we might be able to get more attention, so we decided to go with Can-Am. I rode the Florida series the first year. I went back there and didn't do all that good, but I learned a lot on the rough tracks, the sand and got a lot of experience.

The tracks were so much different that when I came home I was pumped to be back home on the tracks that I'm used to and when I got back I was

winning a lot locally. At that time I was winning, then the Coliseum came up and that was my first stadium and I ended up getting seventh place overall and first privateer. That, and winning locally, helped me towards the Honda ride.

You made the switch from TT to motocross. Did you think it would be as easy as it was for Steve Wise to make the switch from motocross back to TT?

I really didn't think about it too much. Road racing is a different story. I wasn't sure how he was going to do in that. He did good at the Superbikers but he rode the pavement there a little differently from the way you ride a road race bike. I never really thought about, "if he could do it," until after he did it and I knew it could be done.

Do you think you could switch back now? Do you think you could go ride TT and do well?

I think I can do pretty well in it. I wouldn't mind the TTs, but road racing and the miles are too fast. You get off on that and you get seriously hurt, I'm not into the high speed stuff. TTs are something that'd be fun. I'd like doing something like that.

You're a case where you made Expert in six months. What class did you ride in the TTs before you switched to motocross?

I had been riding the AMA District 37 TTs for a couple of years and the farthest I got was Amateur, but I adapted to motocross pretty quick.

You raced the Maico square barrel, you must have been racing a long time.

I think I started around '73.

By '74 you were an Expert, and then it wasn't until 1980 that you got a factory ride. You'd been fast all that time. What do you think it was that made the difference. After all that time racing Expert, instead of burning out, you got your second wind and started going even faster.

I think it was going to Florida when I went with Can-Am. I went there and rode, I couldn't believe how rough those tracks were, and then I got in a lot better shape when I went there and when I came back I just had it in my mind, and I felt so confident, that no one could beat me locally and that's pretty much how it was. I was winning a lot. It's just a big confidence thing, and I was in better shape.

You were riding fast for you, at the time you got your ride with Honda and then in the past two years you were the only rider who could really keep Hannah and Howerton in sight. What is it that makes you faster after you become a factory rider? Is it better training, better motorcycles or just experience?

You get a lot of experience through the years. I think it could be a lot of things. You got the good bikes, you got the *best* bikes. You're flying to the races. That makes it easy on you. The privateers have to drive and then that's less training for them. The factory riders, they can fly and they have plenty of time for training, so I think that was a combination of everything that helped.

Does it ever bother your confidence when you feel like you're in shape and you feel like your bike is good and you feel like you're riding wide open and there's someone in front of you you just can't catch? Does that bother you or do you think well, by the end of the season I'll have him.

I don't know. It depends who it is, I guess. Like Hannah and Howerton and those guys...I know those guys have a lot of years behind them and I wasn't really expecting to beat them last year. I came close and I beat them a moto or so which was good but I wasn't really expecting to beat them since I'd never done it before.

This year I'm beating them a lot more. I have a lot more confidence and I know I can beat them now, so I think *now* if that happened I'd get depressed. Like last year I was still learning a lot. Actually it was my first year in the Nationals because the year before I got hurt after the first couple of races and I didn't get to race. I ended up finishing only the first two races so I sat out the whole year. Last year was actually my first year of riding them all so I was still learning the tracks.

You said you got hurt your first year, but you really don't get hurt a lot like some of the other riders do. Do you attribute that to any special thing or are you just careful?

Everyone says I'm a smooth rider and I don't get really wild like a lot of guys you see. I just don't like getting hurt because I have been hurt a lot. Ankle problems and I've had a knee injury, a broken wrist and a dislocated shoulder. I've been hurt a lot and I tried to come back fast and when I did I wasn't 100% healed and then I'd be babying that injury and sometimes hurt it again. But the last couple of years I haven't been hurt and I feel really strong and it makes a difference when you're healthy.

Some other riders have said well, this other racer got married but it may speed him up or it doesn't seem to bother him. How do you think getting married has affected your racing?

Well, before I got married, Lisa and I had lived together all during last year, pretty much. When we got married it was really no different. Definitely it doesn't hurt me, it kind of helps me out. She's there to cook me a good meal and take care of some business that I don't have to worry about when I can be out training or riding or whatever, so it definitely doesn't hurt.

What difference do you think the heavy bikes have made this year with the heavier weight limit?

I don't really notice the difference. The bikes still feel light so I don't really notice the difference in the weight. I think it's good that it gives the privateer an equal chance now, it makes for better racing but the lighter the bike the easier it is to throw around. My bike still feels light so I don't have any complaints about that.

You can still remember what it was like to be a privateer?

Yeah, Can-Ams were kind of heavy. I don't know, for some reason I never thought about the weight that much and it seemed like every bike I'd get on seemed to be a little lighter so it's always an improvement. This year, it did get heavier but I don't feel it.

Have you been a factory rider long enough that a new works bike doesn't feel different to you; have you completely adjusted to having a bike that light and that fast?

It's different, because production bikes, when we practice on them, we just use them the way they are, just for a bike to ride. But I always look forward to getting back on my good bike because it's set up the way I want it, perfect. My production bikes, they're an excellent bike but there are a lot of things you can do to make it better but we don't do it. It does the job, but it makes it better when you get on your good bike. It gets you more pumped, I guess.

Last year you were considered a top three runner, but this year you're leading the Supercross Series. You've obviously put something together this year...

I didn't use the off season as a vacation this year. Johnny O'Mara stayed with me for the past year and in the off season we decided to be strong for the beginning of the races, be stronger than everyone else. We kept on training while everyone else was kicking back. Training together, we'd push each other and it made it better. So when race time came we were ready. When Anaheim came we were both strong. It paid off because I won and Johnny got third, he was right in there. A lot of these guys are still getting tired because they're not in top physical shape where they're suppoed to be, because of the time they take off. They're not there yet and we were at the beginning of the year.

What do you think your chances are for the National championship this year?

I think I have a great chance of winning it. Our bikes are probably the best bike out right now and right now there are a lot of guys hurt so I think the main competition will be Broc and Reid. They're the only ones that are healthy and they'll be the toughest competition right now. I think the Honda is better than the Yamaha right now, a little bit better, so it'll be to my advantage. I feel real confident so I think we have a really good chance of winning. I hope I can get a couple of championships. I'll be satisfied with one, but if I can get two of them that would be even better. That'd be great because this year will be the end of my contract so it'll make it better for me.

We really doubt that you need to worry about your contract. You're pretty much Honda's top rider right now, in the 250s at least.

Yeah, well, Darrell's going good but he's a pretty wild guy too. He goes fast at the beginning of the year and then gets hurt. It's been like that for the last couple of years. I don't know how he's going to be when he gets back but he's going to miss a couple of races I'm sure. That'll put him out of it.

It seems like the factory bikes are all fairly close. You say the Hondas are the best, but how much better would it really be than the other factory bikes?

I think the Hondas and the Suzukis are pretty close. They both seem to handle really good and the power is really good in both of them. The Yamahas, they seem to be pretty fast, but, watching other riders, I don't think they handle as good.

In the Supercross races we see eight, 10, 12 riders that can finish up near the front, they can run with the really fast guys. And then you get to the outdoor Nationals and it always seems to fade down to four or five maximum. You guys are all training, you all seem to be in shape. A lot of the top runners in the field are on factory bikes. What is it that makes the difference between the guys that are pretty fast and the guys that are really fast...like you and Hannah and Howerton last year. Is it bike or training or attitude or a little bit of all three?

I think you add a little bit of everything. Like Kent Howerton and Bob, those guys have a few championships underneath their belt so it's like they have to win, you know. They have to win to keep their championships or get it back or whatever. Other guys like me are working up to get the first one so they're always striving for that first championship or first overall win. So I guess they try that much harder to win. Barnett, it seems like he is like an animal, he's got to win, he just has to. They have a championship and they have to keep that championship. For somebody who doesn't have a championship, they're always trying but they're not as hungry as the guy who has to keep his championship or get their championship back.

Is it partially that not enough of them believe in themselves, that they can actually win a championship?

That's part of it too. I think once you have placed well a few times, been up there racing with the guys then you know you can do it. Then you start building confidence. You beat those guys maybe once or twice and you think, "I've done it once or twice there's no reason why I can't do it again." You go out there and train a little harder the next time and ride a little bit more and try to beat those guys.

If you weren't a factory rider now do you think you'd still be trying?

If I started going downhill enough to where I lost my ride, I would get out of it and start doing something else. If I'm going bad enough to lose my ride then apparently I'm not into it like I was. It'd be harder for me to get back on top.

When you went to the Coliseum and the Florida series, was that to try to get a factory ride? Did you have those kind of goals in mind?

Yes, I always wanted to get a factory ride and ride works bikes and fly to the races and whatever. But if I didn't have it right now I'd be out there right now working my butt off trying to get it.

It all comes down to the fact that the really fast guys are the ones that have the drive to be good and the ones that have the discipline to do it. What kind of goals have you set for yourself this year?

To get a championship. That's the biggest thing. To get some wins under my belt. I've got two right now and I'd like to get some more, maybe in the outdoors and some more in the stadiums. It's possible right now. I've got a real good chance and I think I have a good chance in the outdoors too, in the Nationals. So it's possible that I could get two championships, but I'm not going to push it. I'd be satisfied with one.

I guess a lot of guys would be! If you could see anything changed in the way that professional racing is structured now, what do think it would be?

I'd like to see changes in the stadium races. Right now every track seems like it's so hard to pass on, there's only one line. Somehow they need to make it easier, so if there *is* a faster guy behind you there's passing room so he can pass. Otherwise you get somebody that's not going that fast that's holding everyone up. He gets a good start and just holds all the other guys back. It's really hard to pass in the stadium.

If you could give advice to riders that are coming up now, guys that would like factory rides or guys that just want to be better racers what would you say was the key?

Get the experience. Go out the get the experience and don't go over your head trying to do something you can't do. You think you can't be beat, you get hurt. That sets you back and you have to start over. You've got to gradually get into it, gradually get faster and faster. I think it takes a lot longer to turn Pro than it used to.

We think there's a higher level of competition now then there used to be. It seems like you have to have a real high threshold of skill just to be a Beginner these days. But do you think it's that way in the Pro ranks too? The privateers that are breaking into the factory rides now are having to ride a lot faster and a lot harder to do it than they did five, six years ago?

Definitely. And it's also the same with the Pros. Like Hannah, when he got hurt, he was out for a year. Before that he was dominating, when he came back he couldn't do it. When Kent Howerton broke his wrist, he was doing a lot of winning and he's not doing it right now. It's just that you've got to be in top physical shape and you've got to be healthy, because when you're sitting out with an injury, everyone else is getting faster. That just makes it that much harder.

Terry Cunningham turned on in the final (MX) test to take best individual score honors away from Ed Lojak.

AMA One Day Qualifier Series: Round 4

Cunningham's last lap dash wins Alabama One Day

By Gary Van Voorhis
Photos by Tom Mueller and Van Voorhis

MAPLESVILLE, AL, APR. 4

Terry Cunningham, riding a Husqvarna 250XC for Team Husky, posted the best individual score in the Perry Mountain One Day ISDE Qualifier organized by the Perry Mountain M.C. Cunningham was not assured of the top spot until the final lap of the final test, a four lap MX style affair.

Cunningham erased a three point (seconds) deficit to Husky's Ed Lojak and added three points to that to top Lojak 1256 to 1259.

"I could look back and see Eddie," said Cunningham afterwards, "but I couldn't tell how close he was. I just kept the gas on. I had butterflies in my stomach before the final test because everyone kept telling me Eddie was three seconds ahead. That was bad enough, but when we ended up in the same heat, I got a bit more nervous than I should have."

"I blew it. It should have been easy, but I tried too hard," said Lojak. "My luck isn't worth a darn. I tried too hard at the end and slid out. In fact, I went down twice trying to close the gap. I'm not very happy with the outcome."

Rounding out the top five individual scorers were Fritz Kadlec (1276) and Drew Smith (1278.5), who took third and fourth in the 250cc Intent class behind Cunningham and Lojak, plus 175cc Intent class winner John Martin of Team Can-Am.

Husqvarna's Mike Melton won the 125cc Intent class while KTM's Kevin LaVoie took the Open Intent class win. Bobby Pearce won the 500cc 4-Stroke Intent class on a Can-Am.

Frank Stacy, winner of the previous week's One Day in Tennessee, was not on hand. Stacy had crashed hard in Tennessee and bruised his shoulder. "He apparently hurt the shoulder worse than he thought," said Maico team manager Dick France. "He opted to sit this one out and be really ready for the Ohio round (April 18)."

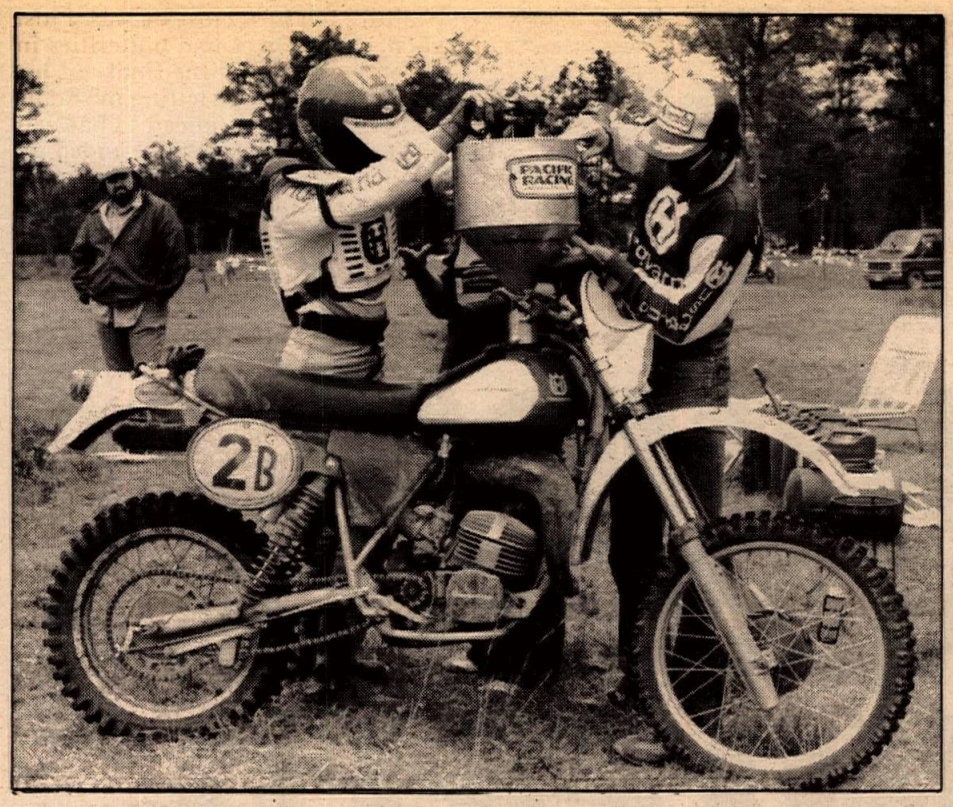
The woods and rolling hills of central Alabama were the site of the Perry Mountain One Day. The promoting club had laid out a course of 134.1 miles with everything from tight woods to fast paved sections connecting the woods portions of the event. "The time schedule kept you on your toes," said Kawasaki's Jack Penton. "They always run some of the same trails each time, but then they throw in a bit of new trail here and there to keep you awake. You had to work for everything you got."

The grass track special test, a serpentine course of two miles in length run in an active pasture—they had to chase a cow off the course during the second running, was run twice during the day with a shorter one mile version making up the final (MX) test.

There have been two additions to the Intent classes this year, an 80cc class and a 500cc 4-stroke class. Can-Am's Bobby Pearce has been the only steady entry in the 500cc ranks. Until Alabama, no rider had opted for an 80cc ride. Clay Stuckey showed up with a modified Kawasaki KX80 sporting a gas tank off a KX250, lighting off a KDX250 and some suspension modifications. "Team Green's Steve Ransbotham did the work on the bike," said Stuckey before the start. Stuckey, who is an active SE&TRA Enduro Series competitor, gave it hell for about 60 miles before the engine seized for the final time. "I had a great time," said Stuckey after his ride was cut short. "The bike was fun to ride and I wish I could have finished. I found out quickly that if you don't keep your weight forward all the time you can loop the bike very easily." Stuckey turned in a reasonable special test time and had dropped only one route point before the bike's demise.

Burton Huff was the lucky rider with the first starting number and he hit the trail at 7 a.m., followed by 178 others in quick succession. The first grass track special test was just two miles into the course. Some riders had warmed up and gotten into their rhythm by then, some hadn't.

Eddie Lojak and Cunningham turned in the fastest times -- 245 points (seconds). Melton was the fastest in the 125cc Intent class with a 251 followed by 175cc Intent rider John Martin and Open Intent rider Mark Hyde, the class winner in Tennessee,



Mike Melton, the 125cc Intent class winner, takes on gas -- quick-fill style. Jack Penton nearly upset Melton's plans in the final test.

at 252.

The time schedule for the Intent riders was tight enough that it took points from riders who didn't keep up a steady pace. Two who lost route points due to mechanical problems were Hyde and Wally Wilson. Hyde had his chain break on the trail, leaving him one minute (60 points) late at the next check. Wilson sheared teeth off his bike's countershaft sprocket and nursed the bike to the next check, two minutes (120) late. Wilson had to change his rear sprocket before the final test as that had started to lose teeth also.

Just before the second gas, the club ran an acceleration test. Maico mounted Open Intent rider Ray Cosgrove was the fastest with a 46 point ride. Tom Notestone posted a 46.5 on his Open Intent Husky. Lojak and Cunningham kept up their battle with identical 51 point rides.

At the gas stop following the test, Fritz Kadlec replaced his exhaust pipe. "I smacked a rock, I guess," said Kadlec. "It mangled the down portion of the pipe and I couldn't ride it hard that way. Luckily, there was enough time to replace the pipe without me losing any route points."

Vic Ely also had a problem. His bike's right rear shock broke and Ely was going to replace it at the gas. However, the replacement shock was the wrong length and he rode off on one shock.

"My knuckles were sore before we began today" said Wilson at the gas. "Now they're really hurting." Tight trails caused more than a few riders to finish with battered hands.

Lojak picked up three points on Cunningham in the second grass track test. Melton and Martin increased the leads in their respective classes while Cosgrove moved into the lead in the Open Intent class followed by LaVoie. However, Cosgrove became sick after the second test and dropped out. "I don't know what happened. I got dizzy and then sick. I quit, the bike didn't," said Cosgrove.

The final MX test put excitement into the chase for individual class wins as well as the best individual score. The first ten rider heat had Melton, Penton and Ron Knarr, who all had a shot at the 125cc Intent class win. Melton held a ten point lead on Knarr and 14.5 on Penton. Penton took the holeshot and blitzed the four laps to win. Melton's bike balked at starting and he was away last. Melton passed eight riders to finish ten seconds behind Penton at the finish. Knarr slid out to kill his chances. "One second is as good as 100," said Melton on his class win.

"I couldn't judge how fast I had to go," said Penton. "I guess I didn't attack the course hard enough."

John Martin had a nine point edge on Jeff Fredette as the pair went into their heat. Martin added another ten points to that via a winning ride after a banzai pass of early leader Terry Seales. Fredette was all over the track and his bike in an effort to catch up. He finished third behind Seales.

The race everyone was waiting for came up with Cunningham and Lojak in the same heat. Cunningham got the holeshot and never relinquished the lead. Lojak battled with Kadlec, but couldn't get past, and slid down twice trying. He finished third, six seconds back. However, the win was in doubt right to the flag at the finish.

"I rode just like I wanted to," said Cunningham. "I wanted to transfer the pressure from me to him. It worked."

Hyde made a valiant effort to erase a 37.5 point deficit to LaVoie in the Open Intent class. He wiped off 24 points in winning his heat, but it wasn't enough. LaVoie was still 13.5 points to the good.

"One week ago in Tennessee I spent nearly the whole day in the woods waiting for someone to come and haul the bike out," said LaVoie afterwards. "This week all the breaks go my way. Lady Luck is a fickle woman."

The results of the A and B class riders will appear in next week's Results section. •

Results

125cc INTENT: 1. Mike Melton (Hus) 1302.5; 2. Jack Penton (Kaw) 1306; 3. Ron Knarr (Kaw) 1337.5; 4. Keith Moore (Kaw) 1343; 5. Glen Hollingshead (KTM) 1349.5; 6. Dwight Rudder (Hus) 1378; 7. Allan Zitta (KTM) 1393.5; 8. Burton Huff (Hus) 1435; 9. Dan Meyer (Kaw) 1609.5; 10. Ray Brazier (KTM) 1953.5

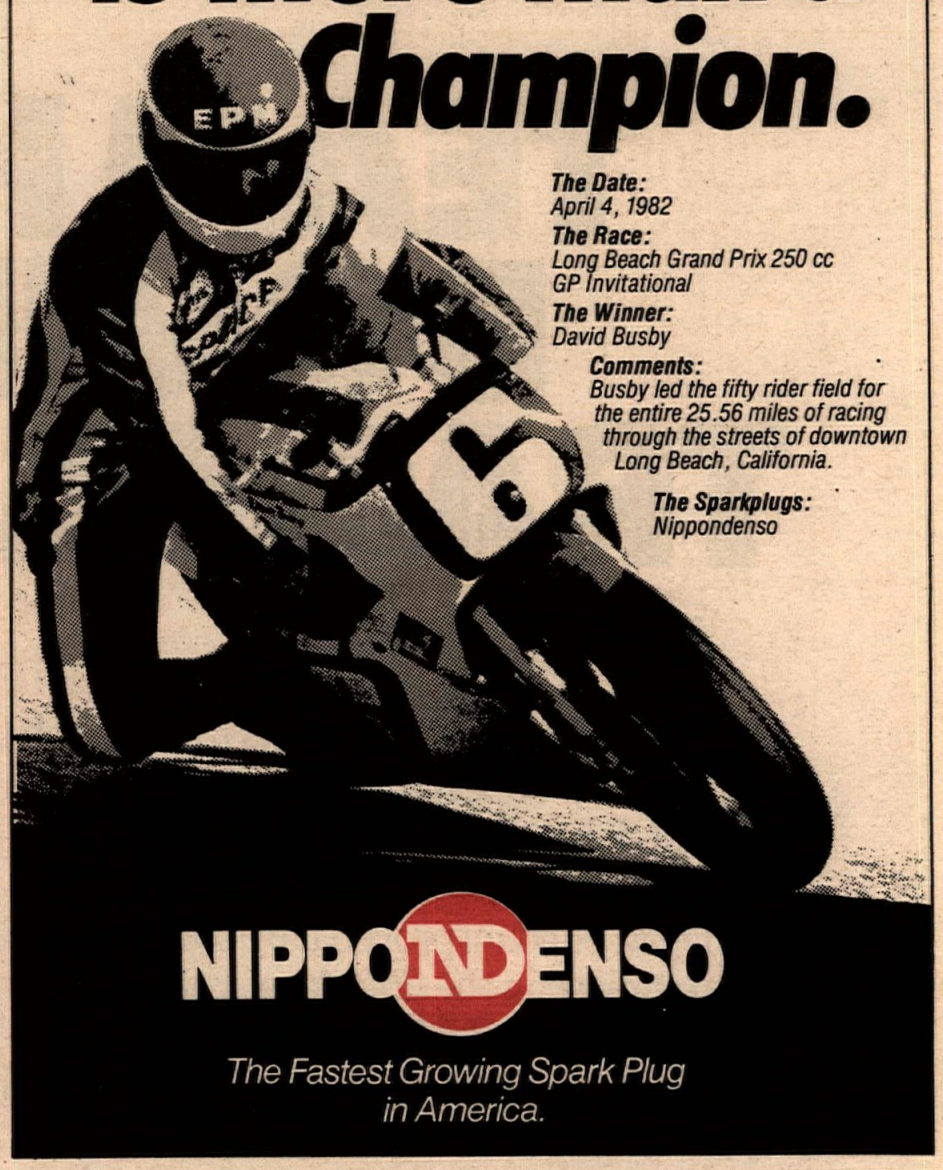
175cc INTENT: 1. John Martin (C-A) 1288.5; 2. Jeff Fredette (Suz) 1308.5; 3. Gary Johnson (Suz) 1361; 4. Mike McHale (Suz) 1541; 5. Joe Rozenecki (Suz) 1593; 6. Zack Elkins (C-A) 1615.5; 7. Jerry Horner (Yam) 1638.5; 8. John Pearce (Kaw) 1647; 9. Kurt Wallace (C-A) 1942; 10. William Perkins (Yam) 2462.5.

250cc INTENT: 1. Terry Cunningham (Hus) 1256; 2. Ed Lojak (Hus) 1259; 3. Fritz Kadlec (Kaw) 1276; 4. Drew Smith (Kaw) 1278.5; 5. Ron Ribolzi (Hus) 1294; 6. Terry Seales (Hus) 1322; 7. Gray Leonard (Mai) 1331; 8. Chuck Cooper (Kaw) 1338.5; 9. Ray Mungenast (Hus) 1343.5; 10. Kevin Piasecki (KTM) 1347.

OPEN INTENT: 1. Kevin LaVoie (KTM) 1331; 2. Mark Hyde (Hus) 1344/5; 3. Kevin Stevens (Hus) 1362; 4. Tom Buckles (KTM) 1367.5; 5. Barry Higgins (Mai) 1378; 6. Tom Notestone (Hus) 1388.5; 7. Joe Lojak (Hus) 1396; 8. Denny Reese (Yam) 1421; 9. Wally Wilson (Hus) 1437; 10. Tim Hopey (SMW) 1516.

500cc 4-STROKE INTENT: Bobby Pearce (C-A) 2245.

This winner is more than a Champion.



The Date: April 4, 1982
The Race: Long Beach Grand Prix 250 cc GP Invitational
The Winner: David Busby
Comments: Busby led the fifty rider field for the entire 25.56 miles of racing through the streets of downtown Long Beach, California.
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350 x 19	83.86	**63.64**	1.31

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Dean Sundahl proved it by burning up the Astrodome track for first place in the 250 class. Followed closely by Mike Coe and Bobby Poe on more of the same.

Meanwhile, Mark Weixeldorfer piloted a smaller Honda to the 200 cc victory.

A few weeks later, Sundahl teamed with Weixeldorfer and his ATC®250R-based machine to do it again. This time hurdling more than 250 miles of fields, washes, rocks and cactus in the San Felipe 250.

Mike Chester and Curtis Sparks took second despite a flat tire and Wes Arnold solo'd for third. All aboard ATC®250Rs.

In fact, Honda-mounted riders captured the top five spots.

Which is why our three-wheelers are not only favored to win every race they enter, they're always just plain favored.

HONDA

FOLLOW THE LEADER

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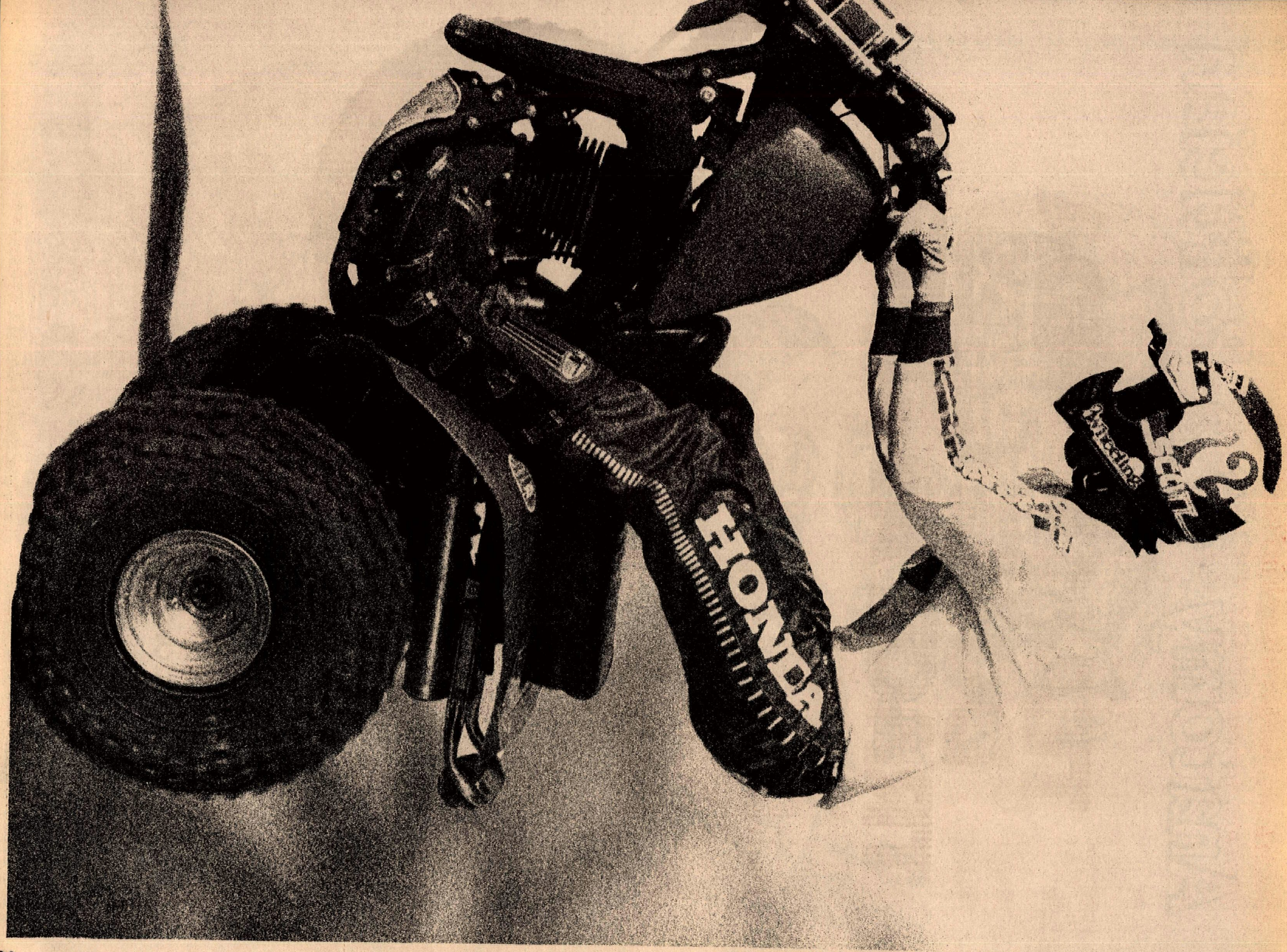
HONDA
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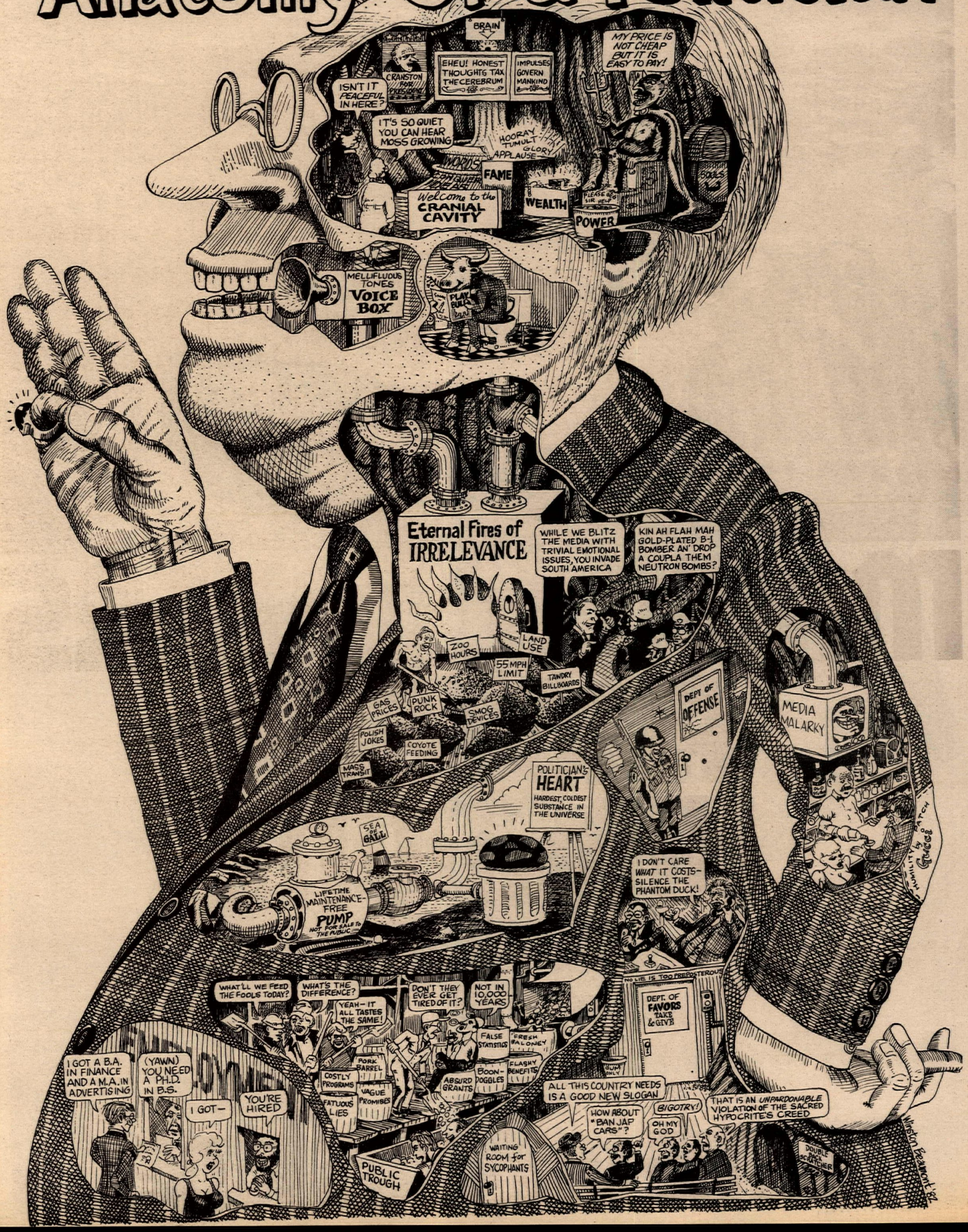
Anatomy of a Politician



MAGIC CONQUERS ANOTHER KINGDOM.

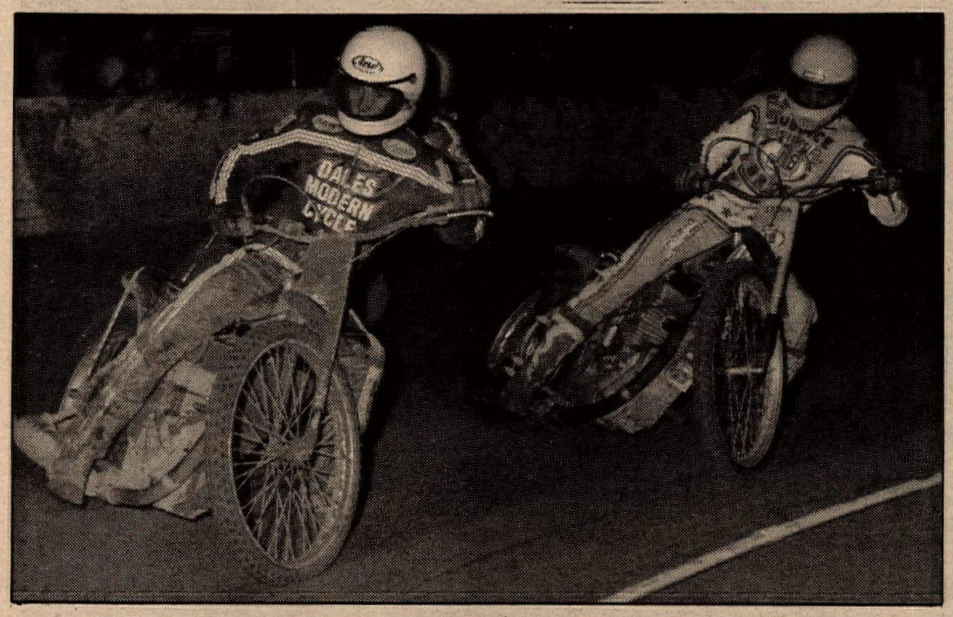
"Magic" Mark Barnett of Team Suzuki invaded Saddleback Park by storm and took round 2 of the 125cc National Championship MX Series.

The reigning king devastated the field with an incredible performance aboard his Suzuki "Full-Floater." In the final moto, Mark lapped all the riders up to fifth place for the win and the series lead.

Nice ride "Magic." May you reign forever.

SUZUKI. **THE WINNING RIDE.**

SPEEDWAY WEEK



Dave DeTemple led Mike Bast briefly at San Bernardino.

Bast, Christian split Costa Mesa wins

By Kenneth R. Kellogg

COSTA MESA, CA, APR. 9

The consistent top competitive battle between Mike Bast and Alan Christian was resumed tonight at the Orange County Fairgrounds as each of these greats won a main event over the other. Christian won the Handicap main in the most thrilling cliffhanger of the current season. Bast won the Scratch main, an event many say he is practically unbeatable in. Bast led the entire race, and a fine ride by Gene Woods gave him a strong second place.

As is the case on most Friday nights, the stadium was filled with a near capacity crowd. Number one northern California rider Mike Faria has moved to southern California so he can compete with the best. Tonight was not Faria's night, although he made the consy. He will be back, and he will win.

The future greats of speedway, or as they are called, the Junior speedwayers, raced tonight. These young men are getting better every year, and tonight's winners were no exception. The grand winner was Bobby Cody.

The Third Division main, or the novice division, had a few mishaps ....Trace Willes went down but bounced right back up to finish the race, and Ray Ortega (in one of the nicest looking sets of leathers) was out with a dead bike. On lap one Steve Flanigan had the lead but soon would relinquish it to Kenny Bencheck, who went on to victory on lap four. Moving up to take the second spot was Darcy Johnson with Flanigan ending up third.

In the Second Division main, Jeff Havacko and Pat Hawley tangled bikes causing a restart. On the restart, Mark Weaver took second with #261 taking the lead after starting in third place. That forced Guy Ermolenko into third place.

The First Division Handicap consolation event saw Jan Ballard, sporting a new number, 42, win. Ballard, a long time speedwayer, led the race from start to finish.

The Handicap main event was filled with the best — Danny Becker, the comebacker Dan McNeill Jim Lawson, Mike Bast and Alan Christian.

Becker took the lead for the first three laps. At the end of the third lap, McNeill moved under to take the lead. On the last lap, Christian, who had been working his way through traffic, made his final effort to save the win. In the last turn, Christian gave it his all and moved into second place. Then, just inches from the finish, his bike seemed to just float past McNeill, and miraculously, Christian had the win! McNeill was second with Becker third.

The big banana, the Scratch Main, was finally up. By now, announcer Bruce Flanders had this full house crowd on its feet and ready for more speedway action. The competitors — Gene Woods, Mike Curoso, Alan Christian and Mike Bast.

When the gate went up, all the bikes seemed to leave the starting line together, but by only turn one it was clearly Bast in the lead, Curoso second, Woods and Christian behind.

On lap two, Woods moved inside under Curoso and took second place where he remained for the remainder of the race. Curoso tried everything possible but was unable to repass Woods. At the wire with uncanny ease, it was Bast, Woods, Curoso and Christian.

Next week will feature World, U.S. and State Champion Bruce Penhall. Racing begins at 8 p.m.

Bransford, Bast fast at IMS opener

By Scott Daloisio

SAN BERNARDINO, CA, APR. 7

A large opening night crowd braved a cold 42 degree night to watch Michael Bast ride the Justice Brothers Jawa to victory in the Scratch main at John La Douceur's Inland Motorcycle Speedway tonight.

Bast got the gate from the number three starting spot over Gene Woods (7-Up Godden), Mike Curoso (KEZY Westlake) and polesitter Alan Christian on the STP Godden. Bast opened up a small lead with Curoso slipping by Woods for second in turn four on the opening circuit. Christian got Woods, whose ignition plug began to slip out, on lap two. Bast had matters under control and made it two in a row at IMS (he also captured the IMS end of the Spring Classic). Curoso hung on for second followed by Christian and Woods, who dropped out on the final lap when the ignition plug finally came all the way out.

Twenty-year-old Dennis Bransford continued to ride like a house on fire as he won all three of his races and repeated his win of Tuesday night at Ventura in the Handicap main. Bransford (Home Video Specialties Jawa) started on the 10-yard line with Kurt Strommer (Mt. View Foreign Auto Weslake) and Jim Lawson (D.J.'s Ticket Service/Hair by Bev Jawa). Strommer got the edge at the gate with Lawson and Bransford pulling even before they entered turn one. The trio rode elbow to elbow until Strommer dropped back in turn four on lap one. Lawson and Bransford continued to batle for the lead and the bragging rights in Riverside until Bransford took the lead for keeps in turn two on lap three.

Popular John Sandona (Marquis Lounge/Rialto Truck Parts Jawa) worked his way up from the 40-yard line to take third from Strommer on lap four. Sandona wasn't done as he chased down Lawson and wrestled second spot away as they took the checkered flag. For Bransford, it was his seventh victory in eight starts (including heats and sémis) in 1982. Following the top three riders were Mike Faria (Cycle Gear Jawa), Strommer and Dave DeTemple (Dale's Modern Cycle Jawa).

Guy Ermolenko (Gaston & Dillon Jawa), who won the Third Division main Tuesday at Ventura, moved up a step and won the Second Division main at the IMS opener. Ed Castro (Ridin' High Jawa) took the lead from the zero on the start over Don Bovee (O'Neals 76 Jawa). Ermolenko, who started on the 10, moved by Bovee with a wild move out of turn four on lap one. Bovee momentarily regained second as Ermolenko took a little time to collect his thoughts and then repass Bovee. Ermolenko began to close the gap little by little on the stubborn Castro and moved by for the lead with an inside move in turn four on lap three. Once out front, there is usually no catching the rising star from Buena Park, and tonight was no different.

Last year's rookie sensation, Rob Pfetzing (Valvoline/More Photography Weslake) moved from the 30 to battle Castro for second over the final lap. Unfortunately, it was too little too late, and Pfetzing had to settle for third. Following Ermolenko, Castro and Pfetzing to starter Sid Sutton's checkered were Dennis Briggs (Busby Racing/Hancock Design Godden), Mark Weaver (Jawa) and Bovee.

Darcy Johnson (GMG Jawa) led wire to wire to capture the victory in the Third Division main. Johnson's only serious challenge came from Ron Blanton (Castrol Jawa) in turn four on the final lap. Impressive first night rider Bob Ott (Jawa) came home third followed by Mark Rotondo (Jawa), Russell Baccarella (Jawa) and Kenny Hansen (God), who was unable to restart after a first lap tangle.

April 14 will mark the return of World Champion Bruce Penhall to IMS. Everyone who purchases a program will receive a coupon redeemable for a Bruce Penhall poster. On April 21, "The Wheelie King" Doug Domokos will make his initial appearance of the season at IMS. On the same night, all children 12 years and younger will be admitted free when accompanied by an adult.

Results

SCRATCH MAIN: 1. Mike Bast; 2. Mike Curoso; 3. Alan Christian; 4. Gene Woods.

HANDICAP MAIN: 1. Dennis Bransford; 2. John Sandona; 3. Jim Lawson; 4. Mike Faria; 5. Kurt Strommer; 6. Dave DeTemple.

SECOND DIV: 1. Guy Ermolenko; 2. Ed Castro; 3. Rob Pfetzing; 4. Dennis Briggs; 5. Mark Weaver; 6. Don Bovee.

THIRD DIV: 1. Darcy Johnson; 2. Ron Blanton; 3. Bob Ott; 4. Mark Rotondo; 5. Russell Baccarella; 6. Kenny Hansen.

MATCH RACE: 1. Ron Preston; 2. Dubb Ferrell.

Faria, Bransford take opening night wins in Ventura

By Bill Locey

VENTURA, CA, APR. 6

Mike Bast won the Scratch main on the first night that speedway was ever held in Ventura. On Opening Night 1982 when he drew the pole in the Scratch main, it seemed a good bet that the multi-time champion would win just as he did 11 seasons ago in 1971.

But the main Mike turned out to be Faria who outgated Mike Curoso and passed Mike Bast going around turn two and won the main comfortably.

Dennis Bransford, looking too good for the 10-yard line, won all three Handicap rides including the main. It was Bransford's first Handicap win here and his first appearance since breaking his ankle in turn four here last summer.

Almost as consistent as Bransford was Curoso in the Handicap races. Curoso won his first two races off the 40-yard line, but by the time he got around Faria in the main, Bransford was long gone.

Also notable was the return of that ex-Ventura Shark, Scott Sivadge. It's been at least four years since Sivadge has ridden here. Sivadge, who made the Nationals from 1973-77, didn't let anyone pass him in his first two races, logged a pair of seconds and made the main.

And "The Red Fox," Ron Preston, coming off knee surgery and looking better each outing, won both consolation events. It's too bad for us he went back to Europe; "Rapid" Ron would've won plenty of new fans and money in southern California this year.

In Scratch racing, Faria proved to be the most proficient rough track rider, winning all of his rides. Ventura County local Bobby McLain beat Bast two races too early in his heat, passed Preston on the third lap in the semi for the transfer and scored a third place finish in the main.

Second Division racing was pretty ordinary, at least until the main. Ed Castro, Mike Mazzacane and George Armas won uneventful heat races. In the main, Castro had a big lead until his chain came off, and everybody passed him. Colorado rider Len Peiper enjoyed the lead for only a quarter of a lap as he crashed in the final turn. Recipient of this good fortune was Rick Miller, whose certain third place finish a lap before became a trophy.

The Joke-of-the-Night was putting Guy Ermolenko in Third Division. He won the main by about 14 miles doing wheelies down the straightaway, apparently enjoying his last-ever Third Division ride.

The evening's bummer came in the initial Third Division heat when Bob Moore crashed near the turn one crash wall and was taken to the hospital with possible rib and back injuries.

All in all, too much rain the week before and too many bumps made for lame speedway. •

Results

SCRATCH MAIN: 1. Mike Faria; 2. Mike Bast; 3. Bobby McLain; 4. Mike Curoso.

HANDICAP MAIN: 1. Dennis Bransford; 2. Mike Curoso; 3. Mike Faria; 4. Moose Kennedy; 5. Scott Sivadge; 6. Charlie Morse.

SECOND DIVISION: 1. Rick Miller; 2. Mike Mazzacane; 3. George Armas.

THIRD DIVISION: 1. Guy Ermolenko; 2. Tim McCasland; 3. Bart Onasch.

TEN YEARS AGO

The Plymouth, CA, motocross track that was the site of the annual Hangtown Classic played host to the "**Evel Knievel** Mountain Lion Motocross, Rattlesnake Jump and All-Around Gathering of the Tribe." The motocross portion of the event was a CMC-sanctioned affair with a $6000 purse. Bultaco-mounted **Tom Rapp** did in the 125cc Senior class, besting **Bruce Baron** (Pen) and **Dan Turner** (MCB). **Brad Lackey** put his CZ atop the 250cc Senior class, trailed by **Peter Lamppu** (Mon) and **Rex Staten** (CZ). Husky's **Bob Grossi** defeated Yamaha's **Gary Jones** to take the Open Senior laurels. The rattlesnake portion of the race came into play when ol' Evel jumped his Harley-Davidson over a pit full of the creatures. As for the Gathering bit, who knows...

Rookie Expert **Gary Scott** (Tri) had a successful night at the Ascot half mile season opener, taking both the trophy dash and 15-lap Expert main event. **Dave Aldana** (Nor) trailed him in the former, **Gene Romero** (Tri) in the latter. Triumph-mounted **Al Baker** did in the Junior main, with **Rick Ericson** (Yam) doing in the Novice feature.

Steve Stackable took both the 125 and 250cc Expert classes in a Lockhart, TX, motocross. "Short Stack" took the 125s over **George Larzelere** and **David Greene,** and topped **Gary Bigley** and **Fred Hanna** in the 250s.

The California Department of Motor Vehicles lifted a registration ban on Bultaco motorcycles. The ban was imposed because some Bultaco models did not meet California noise restrictions, and the DMV simply said no Bultacos could even be registered, including racing machines. **Chuck Raudman** of Skyway Silencers finally came up with a kit that lowered the sound level to acceptable levels, and the DMV lifted its ban.

Papa Wealey reported that Yamahas were competing in a Japanese event "with a very interesting shock set-up. Each rear shock featured a finned oil reservoir, presumably to keep oil viscosity constant." Thermal-Flow shocks first showed up on 1973 Yamahas.

Reg Pridmore brought a BMW 750 twin to an AFM road race at OCIR and used it to take second in Open Production behind **Thomas Honald** (Hon). In the same event, **John Green** took both the 250 and 350cc GP classes.

Gene Cannady (Yam) won the Open Expert class at the Four Aces GP at Muntz Cycle Park in Moorpark, CA. Triumph rider **Gene Smith** was the runner-up in that race, while **Janene Pennington** (Bul) lapped the field in winning the Powder Puff race.

Rob Morrison, Dennis Briggs and **Bob Sanders** finished 1-2-3 in the 125cc Expert class of a TT held at 395 Cycle Park in Adelanto, CA. All three rode Kawasakis, but Briggs came back to win the 250cc Expert class on a Bultaco. •

California Superbike School

1982 SCHEDULE

	RIVERSIDE	LAGUNA SECA	DAYTONA	ROAD AMERICA	LOUDON	SHANNONVILLE CANADA	SEATTLE INTL.	CONTINENTAL DIVIDE	WILLOW SPRINGS
Jan.	-	-	-	-	-	-	-	-	-
Feb.	19	-	-	-	-	-	-	-	-
Mar.	12	-	-	-	-	-	-	-	20†
Apr.	9	-	-	-	-	-	-	-	-
May	7	9	-	24-25	-	-	-	-	-
Jun.	7	11	-	-	21-22-23†	28-29	-	-	5†
Jul.	16	25	-	-	-	-	-	3-4-5†	-
Aug.	20	15	-	-	-	-	27-28	-	-
Sep.	27*	17	-	-	-	-	-	-	-
Oct.	15	31	1 & 4	-	-	-	-	-	-
Nov.	26	14	-	-	-	-	-	-	-
Dec.	11	-	-	-	-	-	-	-	-

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Glove size: _____ Date requested: _____ Morning: _____ Afternoon: _____

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Desert Hotline

"Bad Brad" Hilton was second overall in the Valley of Fire.

Smith takes Rovers H&H

By Shirley Upp

RED MOUNTAIN, CA, MAR. 28

Red Mountain was cold and windy, but it didn't dampen the hopes of many anxious riders who came out for the Rovers eighth annual Boner Run. Dan Ashcraft (Hus) took the checkered flag first but was disqualified, giving the overall win to Dan Smith (Hus).

It was a 10:00 a.m. start and that gave the riders a chance to thaw out after a very cold Saturday night in the desert. The start was dusty and choppy, keeping the riders alert. Going right to work, the leaders two miles past the bomb were Smith, Lee Scheffers (Hon) and Ken Upp (KTM). These three riders were all within 10 seconds of each other. Ashcraft was fourth and Gary Charters, off to another great ride, was running fifth. First Amateur was speedster Dale Criske. Second Amateur was Roger Zela, having a great ride.

The Novice/Beginner banner dropped about 20 minutes later. First Novice past the bomb was Steve Swinburne, 250cc rider. Open classer Mike Hauss was second with another 250cc rider, Ron Hetherington, Jr., running third. Bill McInnes was fourth. Steve Klien was running fifth oerall and first C bike.

In the Beginners it was 250cc rider Ron Hall on the throttle running first. Second was Vet, Mark Townsend having a great ride. Third was Harold Allen running with the top riders.

There were over 200 riders all going for it today. Two of these riders were Cleyon Loonsfoot of the Invaders and Don Huddleston of the Desert Rats. These two speedsters were dicing it out every inch of the course, and at one point they got lost together. Trying to find the course again they even crashed together! Howard McCasland, who is number four Open, was out today on a 250 Honda. This is the first time McCasland has been on a 250cc when he hit something — he didn't know what! Mc Casland got off hard and once again broke his collar bone. He was seeing stars when Mike Mulconery and Dave Wasden stopped to help. Speedy recovery to you Howard, and many thanks to Mike and Dave.

Meanwhile the leaders, Smith and Ashcraft were dicing back and forth for the lead, exchanging it many times this last loop. Doug Winchell (Kaw) had a terrible bomb run but started picking guys off and was starting to close in on the leaders. Ken Oviaat was running first Open Amateur and Ken wasn't slowing down a bit, even though he didn't have any back brakes! David Kersting running first Vet Amateur was having a great ride today. Russ Jones and Jim Bringhurst had a battle going on in the 250cc Vet Expert class. Mike Hauss, riding out of Tracy's motorcycle shop, was running first Novice.

As the riders came to the end of the line and the checkered it was Ashcraft in the lead. Smith had gotten off hard about 15 miles out from the finish, hitting a bush and doing a Flying W. However the overall win was to be Smith's as Ashcraft was disqualified for getting on a road before check one. Smith said his ride was beautiful and he liked the course. Lots of fun. Hard riding Scheffers was second overall. After recovering from his bomb run, Winchell (Kaw) took a well earned third overall and first 250cc today. Winchell said this was his first class win since 1975. He said his bike ran beautiful; he couldn't get over how well it handled.

First Open Senior (ho hum!) was Charters. With today's first in class, that makes eight wins in a row for Gary. Congratulations to you Gary, just to finish eight desert races is an accomplishment but to get eight firsts is outstanding! Fifth overall was the first C bike with speedster Tom Elias aboard. Sixth was Ted Hunnicut, Ted was sideways a lot and he had some good dicing going on between himself and Elias. Seventh was Richard Jackson, who took a first in the Open Vet class today. Eighth overall was second 250cc Steve Zollinger. Steve had a great ride today except he said Ron Conway made him go faster than he wanted! Conway (Hon) was ninth and he put all the blame on Zollinger! Completing the top 10 this weekend was hard charging Darrin Kelsey (Hon).

Ken Oviatt kept his great ride going today without brakes and took first Open Amateur. Another top notch rider who also kept his lead well in hand today was David Kersting who took first 250cc Vet Amateur. First Vet Expert was Jim Bringhurst, who said he really had to work hard to over take Russ Jones. Russ took second in class today and said, he "just got tired in the last section. Everything was going great today until Bringhurst passed me!" First C bike Amateur was Bryan Charters. First Open Vet Amateur went to Jan Merrison. First Open Senior Amateur was Bill Healy. First 250cc Senior was Expert Ron Surber. Both these Seniors had a top notch ride today. First Senior C bike was Lou Monterone. Lori Farmer (Hon) was first girl in for the checkered today. Lori thanks Lakewood Honda for their help. "They are good to me," said Lori.

First Open Novice was Mike Hauss, who had a super ride and caught many Amateurs and Experts! Second Novice, first 250cc, was Steve Swinburne. In to take first in the C bike class was another top rider, Steve Klien. First Open Vet Novice was Steve Tompson, who kept his super ride going for a first. In the 250cc Vet Novice class it was Lester Stiffler in for the honor of first in class. Laurie Hammel took to Women's Amateur honors. It was a great race put-on by some great people! Many thanks to Ben and Nancy Latta of the Rovers M.C. Results are unofficial.

Fullmer grabs CRC Bobcat Enduro

By Sylvester Bogard

RED MOUNTAIN, CA, MAR. 14

Bill Fullmer, Jr. surprised all the big bore enduro enthusiasts by powering his IT175 Yamaha to the overall victory at the California Racing Club's Bobcat Enduro.

Two factors made his win even more noteworthy. The first was finishing the last eight miles on a flat rear tire caused by hitting the railroad track crossing a little too hot and the second was the course itself. CRC course layout Honcho Larry Langley was dumbfounded when he learned that a small bore bike had taken the overall win. He thought it was definitely a "big bike" course.

Fullmer may also have been on the receiving end of a little luck when the check leading into the "special test" on the second loop had to be thrown out because the checkers' pens became inoperable when a heavy rainstorm moved into the area to hinder the 600 riders. Most of the riders thought the rain added a "unique" flavor to the enduro, even though most got soaked through and through. At least there was no dust. Fullmer reportedly came into the "check-in" a minute early but since the check was reverted to observation status, the early points weren't counted against him.

Second overall and first 250cc A was Rick Daniel who dropped just two points in a fine ride. Rick may have been the overall winner if the "check-in had been counted. DMG Maico rider Grant Palenske dropped three points for third overall, edging out Team Mugen's Bob Balentine. Balentine was riding with sponsor Al Baker and Countdown Engineering's Jerry Counts, who was tutoring Bob in the fine art of enduro timekeeping.

First "B" rider was 250cc pilot Bob Farr in at seventh overall, first 250 B dropping just five points. Right behind Farr was another B rider, this time a Veteran, fireman John Jacobsen (Hus). First C rider was Mark Amendola, dropping five measley points for 11th overall to rate a "who was that guy" remarks from the competition. The C riders won't have Mark to chase anymore; he was promptly transferred to B rider status by points keeper Art Jensen, who figured that any C rider who finished *61* positions in front of the next C rider really wasn't a C. It wasn't cheating — it was reportedly Amendola's first enduro, probably not his last.

As the first riders headed out north towards Charlie's place, the rain clouds were already gathering but most hoped the rain would hold off until after the event, especially the checkers, but to no avail. Soon after the first numbers started coming in off the finish of the 37-mile first loop, the heavens opened up, making riding very interesting.

In the one-looper ranks, Shauna Hopkins (Hon) had a perfect 0.0 ride to lead all the one-loop-only riders. Shauna just edged out Rod Blinzler (250cc C -16), Mike Beck (125cc C -16), Scott Jacobsen (Mini C), Sean Keast (Mini C), and Robert J. Wranosky (Mini A) who all dropped just one measley second on their one loop tour.

Another notable ride was turned in by Dana Bell who decided to sign up this year in the men's 200 B Veteran class. Dana trophied again so she earned a transfer to A ride status. She won't get too many rides as an A because she will be forced to take a break to deliver her child. At the other end of the scale is Super-Senior (over 50 years) Jesse Goldberg (KTM), all the way from Nevada to compete. He blew the drawers off of about 586 other, younger riders in a fine ride to 14th overall, first Super-Senior.

While the course took away points, it was rideable for the C riders. The sand hills with all the canyons, ridges and even a steep sandy downhill to make things interesting kept the riders from getting cold in the pouring rain. After a long reset to get everyone back on time, the course eld east out

to the boundaries of the competition area near the Navy Base, into an area rarely used, much to the delight of riders.

After a long, virgin, winding sandwash, the course led back across Teagle Wash into the Spangler Mountains where the next to last check awaited to insure that early riders were caught. Unfortunately the checker's watch got bumped to stop watch mode and the scores were negated. CRC had designated the end of the second loop as "secret" rather than the more common "known" check where riders may arrive up to 15 minutes early without penalty. The riders wondered what CRC was up too. It was simple: By making the end secret, CRC was able to make the finish a tie-breaker check where seconds counted also. Since it was a 32 mph average, all riders were late, making it a surprise "special test" through a very tight trail to the finish line near the railroad tracks. It was only 3.2 miles long, but felt much longer.

Results

2 LOOPS: 1. Bill Fullmer, Jr. (200 AA); 2. Rick Daniel (250 A); 3. Grant Palenske (Open AA); 4. Bob Balentine (200 A); 5. Jon Miller (Open AA); 6. Jerry Burd (Open A); 7. Bob Farr (250 B); 8. John Jacobsen (Open B-V); 9. Scott Sampson (250 A); 10. Doyle R. Pipins (Open B-SR).

1 LOOP: 1. Shauna Hopkins (200 A-W); 2. (TIE) Rod Blinzler (250 C-16)/Mike Beck (125 C-16)/Scott Jacobsen (Mini C)/Sean Keast (Mini C)/Robert J. Wranoksy (Mini A); 7. Kathy Herndon (250 A-W); 8. (TIE) Dale Bolen (Mini C)/Michele Keast (250 A-W)/Todd Johnson (Mini A).

TEAMS

3 MAN 2 LOOPS: 1. Gregg Lusher/Wayne Stanfield/Mike Johnston; 2. Tom Merritt/Kenny Mc Lean/Don Merritt; 3. Michael Holter/Gerald Laframboise/Ron Landake.

2 MAN 2 LOOPS: 1. Dan Waller/Ken McAllister; 2. Ken Symer/Scott Loepkey; 3. Tim Crowder/Denis Sanford.

P/C 2/1 LOOPS: 1. Scott Jacobsen/John Jacobsen; 2. Harry Keast/Sean Keast; 3. Mike Chamberlain/Mike Chamberlain, Jr.

P/C 2/2 LOOPS: 1. Bill Fullmer, Jr./Bill Fullmer; 2. Rick Daniel/Bill Daniel; 3. Robert A. Mesecher/Robb Mesecher.

Johnson romps in Valley of Fire HS

By Wayne Gales

VALLEY OF FIRE, NV, MAR. 21

Jack Johnson made it look easy as he took his 490 Maico to an overall win in the Silver City Scramblers hare scrambles.

Johnson, who has won three of the last four Motorcycle Racing Association of Nevada races, appears to be in top form and ready for the up and coming Las Vegas 400, Apr. 18.

The Silver City Scramblers found a great place for the race, just on the outskirt of the Valley of Fire state park. The area is still a little damp from recent rains, and was almost dust free. Also the racers got a real eyeful of some of the most beautiful desert in Nevada.

Second overall was as nailed down as first as "Bad Brad" Hilton put his Kawasaki West KX250 in to the number two spot and never looked back. Nevada Yamaha's Bobby Davidson held onto third until late in the race when Glenn Wischmeyer took over to take the checkered flag. Fifth overall and first 125cc was Todd Timmons and Larry Job took top Amateur honors with sixth overall on a Husky.

Floyd Bradley really bounced back from a bad getoff two weeks ago and brought home seventh place, second 125cc. First Over 30 was Billy McDaniels, and Ken Guio emerged victorious in the Over 38 ranks over Ron Loomis after a vicious battle that left both riders exhausted. Top Novice was Gary Oden and Paul Kline took second place, first 125cc Novice. •

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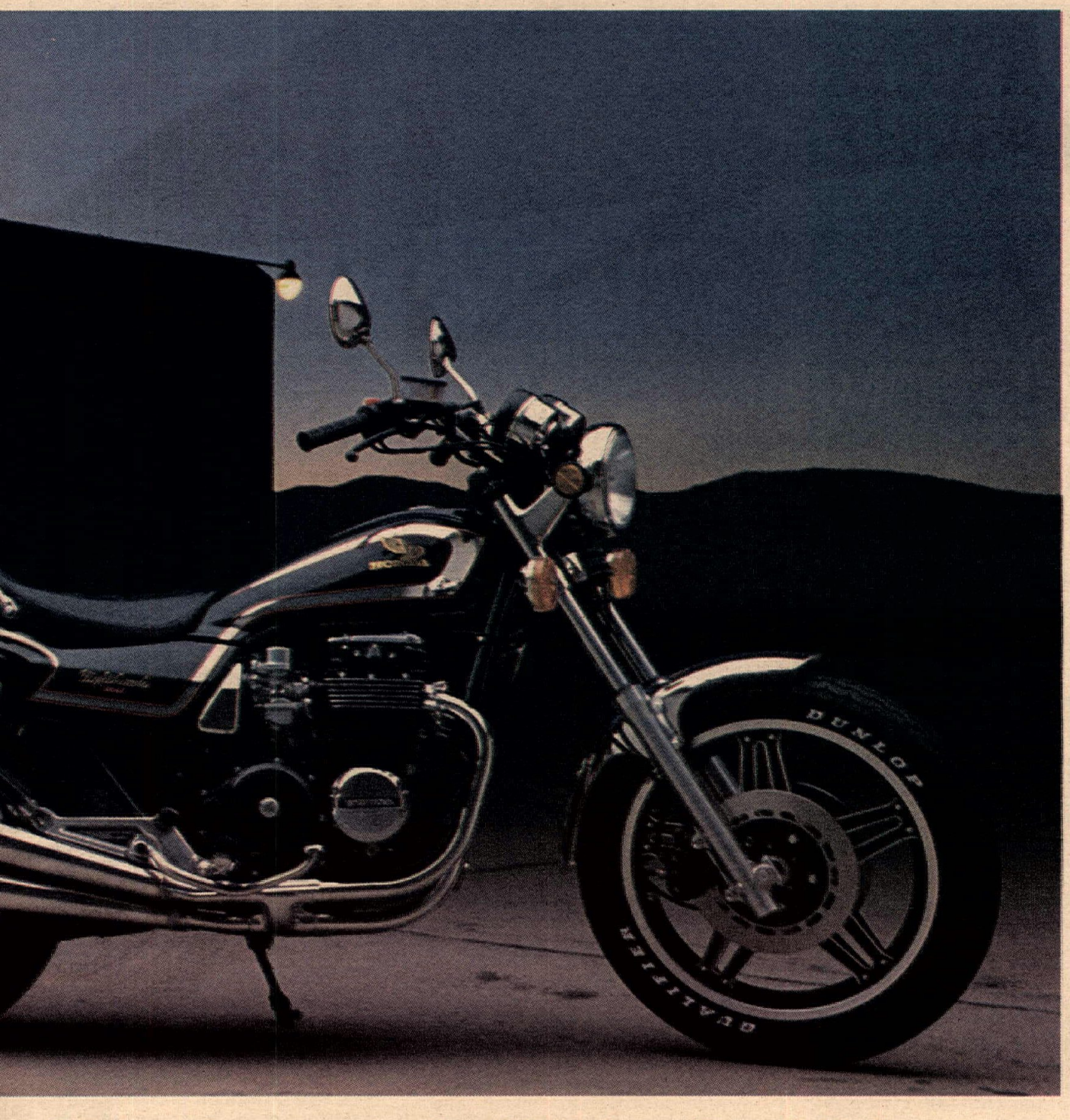

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Chip Howell works his bike along a trail en route to the overall win.

Jon Miller splashes to second overall, five points behind Howell's 11.

Howell hauls at 10th annual Tecate 500 Enduro

By Suzie Mann

TECATE, BAJA CALIFORNIA, MEX., APR. 3-4

Fast and consistent Chip Howell, former motocross racer turned ISDE and enduro rider, topped this year's 210-rider field to win the challenging 10th Annual Tecate 500 Enduro. Howell rode his 490 Yamaha to the overall and Open class victory over Jon Miller (Hus) while desert ace and 1982 SCORE off-road double winner Bob Balentine (Hon), grabbed third overall in his first Tecate ride.

Morris Norman won the Senior class and picked up fourth overall, via the tie-breaker check, over 250cc class leader, Rick Finger (Yam IT). Second place class finishers Jeff Kaplan (250 Hon) and Lars Larsson (Senior, Hus) also tied on points with 23 apiece. The 125cc class win was taken by Paul Eddy over Bill Postel; both were Yamaha-mounted.

Jim Halford, Mark Miller, John Imbraile, and Bob Shepard scooped up the prestigious team trophy and carried it off to Arizona for the first time. Halford's Southwest Motorcycles team is from Glendale, Husqvarna mounted, and rode on lucky number seven. Chip Howell's team rode on minute number seven last year to take the top team award.

Howell's team gave up any chance of a repeat victory just over 10 miles out on Saturday when Randy Hollenbeck and Scott Atchison remained on the trail with Husqvarna West's technical rep, Sherman Schneller. Schneller, riding fast to catch up after a small delay near the start, hit a rut on the fast road and was unconscicous. Howell and teammate Rick Finger, went on to notify the club at the checkpoint. Atchison stayed with Schneller till Hollenbeck garnered a truck, then drove Schneller to Sharp's Hospital in San Diego where his injuries were found to be a broken back, punctured lung, and internal bleeding. "Randy's fast action literally saved Sherman's life" said Howell several days later. The Los Ancianos also refunded Hollenbeck's $120 entry fee.

The accident cast a pall in the Husqvarna camp at the end of the day and several Husky riders withdrew from the event. Bob Popiel, double Tecate winner (1980 and 1981), Scot Harden and Scott Atchison dropped out. Amazingly, Popiel lost only one point Saturday and that was at the first check after stopping to check on Schneller.

The Tecate 500 Two Day Enduro is a Classic in the best sense of the word. It is arduous, sometimes technically very difficult and always challenging. A rider must prove to the club he is experienced and qualified before his entry is even accepted. Each year the Los Ancianos takes the accepted group, test them thoroughly then rewards those who pass. Some win trophies while all garner the prestigious finisher pins and an invite to the finishers' picnic. The picnic can also be a fun and challenging two day event. Good dirt riding skills are the pre-requisite but lots of mental determination (especially when pulling on cold wet boots at five in the morning on the second day) and physical endurance are necessary qualities for Tecate 500 finishers.

Los Ancianos means "Ancient Ones" in Spanish and the club motto, posted at the start this year, is "Old age and treachery will overcome youth and skill." There hasn't been as much treachery the past two years since the club decided that the winners would triumph regardless and set up the event with the majority of riders in mind. As in 1981, this change in attitude is reflected in part by the 24 mph average, with resets. The club used to run varying averages. There were some memorable years, like the 1978 event when only 20 riders out of 271 starters finished the event!

Chip Howell's first Tecate 500 was that difficult 1978 run. He finished. In fact Howell has finished all five Tecate 500s he has entered and trophied every year as well. "I finished 18th with 600 plus points in 1978, moved to 10th overall in 1979 (114 finishers), took third behind Popiel and Malcolm Smith in 1980 (32 finishers) and was second overall last year," said Howell. "I was ready for this to be my year."

"I had a clean, trouble-free, ride until just before lunch on Sunday," stated Howell. "Then, I guess a rock knocked the front axle nut loose and it fell off. I couldn't locate one at lunch and since the front wheel was in no danger of coming off I went on. Then just before the last gas check my odometer went. I was the one keeping time, so we (teammate Rick Finger and Howell) pulled the odometer from Finger's bike during the 15 minute gas break but didn't get the head secured. It was flopping around and we ended up two minutes late at the next check. All together we dropped five in the last section before the pavement, in the tight stuff. Then the odometer fell off on the fast fire road but we zeroed the final check. It is really satisfying to finally win this event and I feel the course was more challenging than last year's."

The Tecate 500 is the only enduro Malcolm Smith still competes in and he has missed just one of the 10 runs. Last year a four wheel event in Africa conflicted with the Tecate. This year Smith was back and in contention for the overall but a broken brake backing plate caused some problems. The Malcolm Smith Racing Products team was still in contention for the team trophy which would have been their third win, when Kent Richardson's ignition went 30 miles from the finish on Sunday.

"We'd better find it was something hard to fix," said Smith.

Off-road racing, go fast riders Bob Balentine and Al Baker entered their first Tecate 500 this year. The duo teamed with quick Jeff Kaplan and current American Honda Parts employee Jon Stillman. Since Stillman was the most experienced Tecate rider of the group he was elected Team Captain. His helpful tips must have inspired the team as Balentine finished third overall, Kaplan took second in the 250cc class and Baker said it was the best ride he has ever been on in his riding career. Unfortunately Stillman struck problems when he went diving and swimming with his helmet on Saturday morning. Then to add insult to injury he fell on a *huge* off camber boulder and was pinned down by his bike until Balentine lifted the bike and Stillman slipped off the rock head first. What a way to treat a team captain.

Grant Palenske (Open Maico) was also in contention for the overall till he ran out of gas late Sunday afternoon. Brent Wallingsford (Hus) was also in the running, dropping only eight points until chain problems cost him an additional 19 big ones just over 40 miles from the finish line.

Senior rider Richard Gehring gets the "My That Was Close" award this year. His KTM seized a couple of miles from the finish and Gehring pushed it at a dead run into the finish, crossing the line one minute before houring out!

The hard luck award of the year unfortunately goes to Ron Bishop (C-A). Bishop is the only rider to trophy in all nine previous Tecate 500 events. The Los Ancianos were pulling for him to "do it again" this year and even had a special trophy planned for him. The ignition on his Can-Am quit Sunday morning and he DNF. It was truly difficult to say who was the more disappointed: R.B. or the Los Ancianos club members.

It take six months of hard work by the Los Ancianos to put on this famous enduro. Riders return year after year knowing they will always be challenged by the event. There are few, if any, places remaining in the northern hemisphere where you can ride a couple hundred miles of almost virgin trail interspersed with fast two track roads, through breathtakingly beautiful scenery. Mag Seven's lunch alone is certainly worth a good chunk of the entry fee. The club really sets up the event to be a challenge, a true test of a very good dirt rider's ability. They use imagination and just a bit of treachery from time to time. •

Results

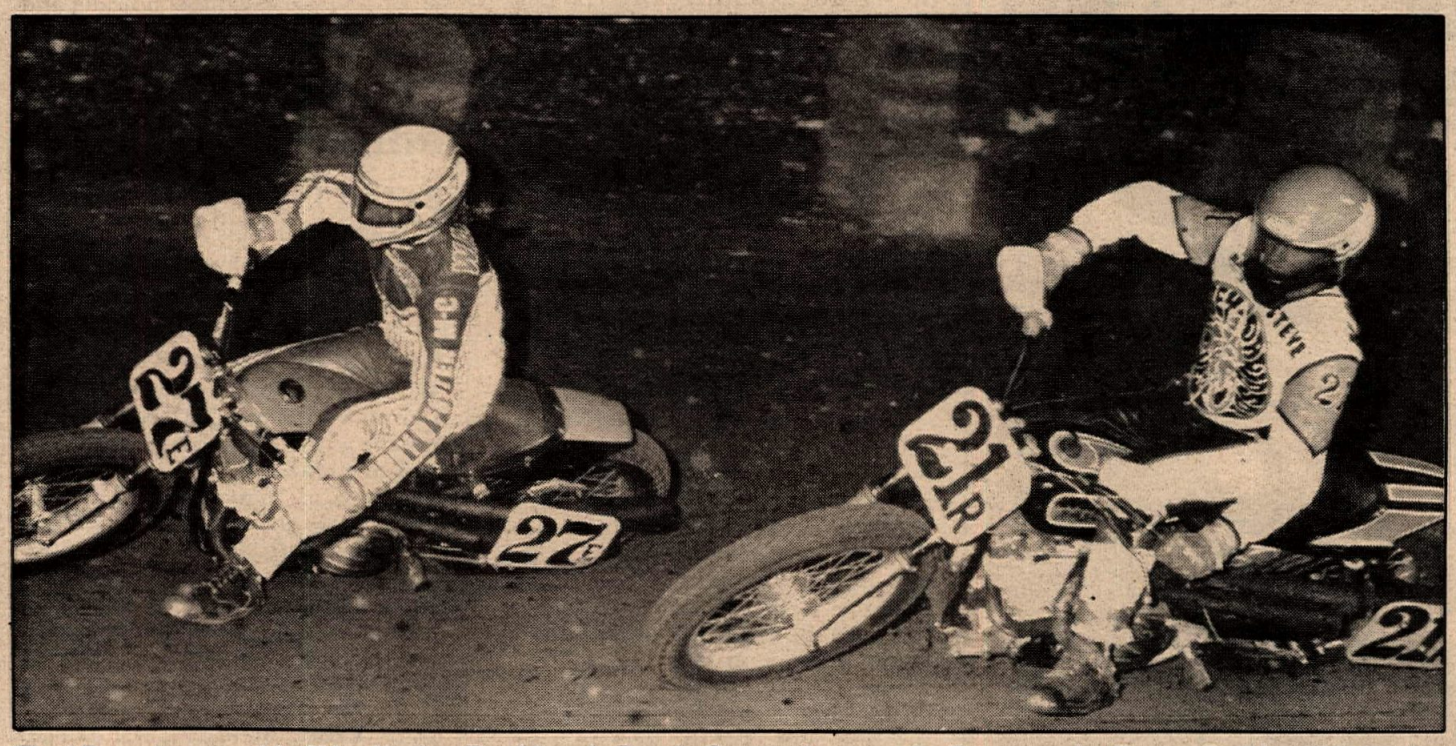
OPEN: 1. Chip Howell, 11 (Yam); 2. Jon Miller, 16 (Hus); 3. Bob Balentine, 19 (Hon); 4. Mark Miller, 21 (Hus); 5. Malcolm Smith, 22 (Hus); 6. Bob Shepard, 22 (Hus); 7. Gary Drean, 24 (Hus); 8. Jim Halford, 25 (Hus).

250: 1. Rick Finger, 20 (Yam); 2. Jeff Kaplan, 23 (Hon).

125: 1. Paul Eddy, 33 (Yam); 2. Bill Postel, 38 (Yam).

SR: 1. Morris Norman, 20 (Hus); 2. Lars Larsson, 23 (Hus).

Western hotline



(Top) Experience paid off for Harley-Davidson's Randy Goss, who won the Expert main. Danny Perkins (89) DNF. (Above) Steve Karsten (21R) won the Junior main, and Tommy Walton was fourth.

Goss boss at Ascot HM

By Maureen Lee
Photos by Dan Mahony
GARDENA, CA, APR. 9

It was a slow track Friday night with big guns like Randy Goss and Ted Boody time trialing at 23.20 and 23.12 and other Experts in the high 23s, but two did make it in the 22 bracket: Danny Perkins with 22.64 and young Mike Garrison with a blistering 22.15! The Tulare Expert flat blew the socks off everyone.

Garrison shot off with the lead in the first Expert heat, followed by Steve Monger, Steve Oort, John Burnett and Goss. Goss was taking some time to warm up to his Grand National Championship form while up front Monger was giving Garrison a real run for the lead. At the close he had it and then Garrison got off in turn one with Goss, who had worked up to third, doing a fine job missing him and his bike.

Second heat was the fastest. Perkins took the lead, chased by Ted Boody who got out of shape going through turn two, a fact taken full advantage of by Chris Cannon and Rod Sullivan. Perkins went on with the win, Sullivan got by Cannon and Boody got by both of them, finishing second and taking the last direct transfer.

Garrison and Jeff Johnson did a bit of side by side riding for a bit in the semi until Sal Hoffman got between them and finished second behind Garrison. Then came Johnson and John Burnett who got by Cannon in the south turn.

In the trophy dash Garrison took the lead with Perkins riding around the outside in second, followed by Boody and Monger.

Perkins couldn't find the traction he wanted that high, and Boody swooped by underneath while Garrison sailed away up front. Again Perkins tried it on the outside of Boody, but no go, and Garrison won the trophy from Harley-Davidson West.

The first run down in the 15-lap feature was Perkins, Garrison, Goss and Sullivan. Steve Monger then gave Sullivan a real go for the fourth spot, but coming up was Ted Boody, who got Sullivan on the back chute with a good drive out of turn two and went after Monger. Up front, Goss took full advantage of Perkins' wide line and slipped into the lead.

Boody missed one chance to get around Monger, but he didn't miss the next one when Steve caught his left foot in the south turn and it kicked back on him. On lap 10, Perkins' motor blew on the main chute with one of the loudest bangs ever to shake Ascot; the whole place winced. Goss sailed on with the lead, and again experience showed as Boody took second away from Garrison and followed Goss to the finish flag.

There were lots of Juniors out. Pete Hames won the fastest heat with a nice cushion over Barry Pelkey on a Can-Am. Next was Chuck Carroll who'd ridden his Harley through the group to third.

The first heat had gone to Don Howard inspite of his having problems with the north turn, and a virtual crowd scene behind him of John Matherson, Steve Karsten and Jimmy Rosa, with Karsten finally nabbing the second direct transfer by overtaking Matherson down the back chute. The third heat had Scott Podergois leading it for a while on a 500cc Honda, a mount some of the riders seemed a bit leery to pass on the outside line in spite of more ponies on their part. Scott had one great start, going from the outside of the front row to the inside and into turn one first. The finish order was: Walton, Dan Moore (on another 500cc), Bill McDonnell and Podergois.

Bill McDonnell led the Junior semi start to finish, then came Chuck Carroll with second. John Matherson and Emory Gray got the last two transfers, while Podergois had the bad luck of blowing up on the back stretch.

The main left the line with Pete Hames leading it and Don Howard in second. Then Walton and Karsten scrapped over fourth behind Dan Moore. Walton finally got passed by Barry Pelkey, and Steve Kartsen was charging away ahead of Moore.

Up front Hames was appearing to be taking it a bit conservatively after building up quite a lead, but Howard was coming up with it all hanging out. He flew into turn three over his head, catching Pete in the middle of the turn and bashed into the side of him. Hames flew up in the air and crashed hard and out came the red flag with five full laps completed. Hames was very shaken up, and slow getting up but made it back into the pits under his own steam, while Referee Ron Glasgow had a nice firm chat with Mr. Howard and disqualified him.

Polesitter Doug Chandler took off with the lead in the Novice main and never lost it, although second place rider Bob Land was going in deeper on his Yamaha than Chandler was on his Honda. The two leaders from Salinas and Porterville took the full measure of the local brigade, with Darren Hulbert (Suz) third...it's good to see all those brand names out there. For a while the tightest racing was back away between Mearl Barnett, Dan Bennett and Jim Toews. That win was second week in a row for Doug Chandler and he's the current high point man.

There will be CMC TT racing Thursday night at Ascot, but no half mile as it's the evening before the Sacramento Mile and everyone will be heading north.

Results

TROPHY DASH: 1. Mike Garrison (H-D); 2. Ted Boody (H-D); 3. Danny Perkins (H-D); 4. Steve Monger (H-D).
TIME: 1:11.55.

NOV MAIN: 1. Doug Chandler (Hon); 2. Bob Land (Yam); 3. Darren Hulbert (Suz); 4. Mearl Barnett (Yam); 5. Dan Bennett (Kaw); 6. Jim Toews (Yam); 7. Larry Earhart (Kaw); 8. Mark Cain (Yam); 9. Joe Knight (Yam); 10. Dave Walden (Hon).
TIME: 3:13.24.

JR MAIN: 1. Steve Karsten (H-D); 2. Dan Moore (Hon); 3. Barry Pelkey (C-A); 4. Tom Walton (H-D); 5. Bill McDonnell (H-D); 6. Emory Gray (Yam); 7. John Matherson (Yam); 8. Chuck Carroll (H-D); 9. Pete Hames (DNF/H-D); 10. Don Howard (Disq/H-D).

EX MAIN: 1. Randy Goss (H-D); 2. Ted Boody (H-D); 3. Mike Garrison (H-D); 4. Steve Monger (H-D); 5. Rod Sullivan (H-D); 6. John Burnett (Yam); 7. Steve Oort (H-D); 8. Chris Cannon (H-D); 9. Jeff Johnson (H-D); 10. Danny Perkins (H-D); 11. Billy Scott (Yam); 12. Sal Hoffman (H-D).
TIME: 5:48.50.

Glover dusts th as Yamaha

Broc Glover wanted this one bad.

It was the second round of the AMA 250cc Nation Championship at Saddleback.

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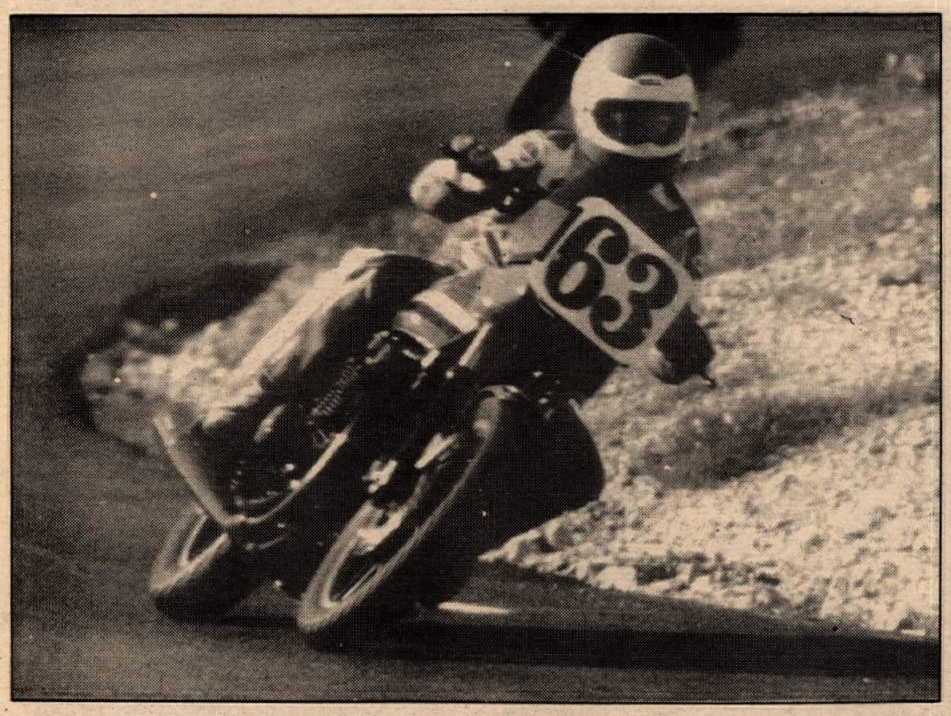
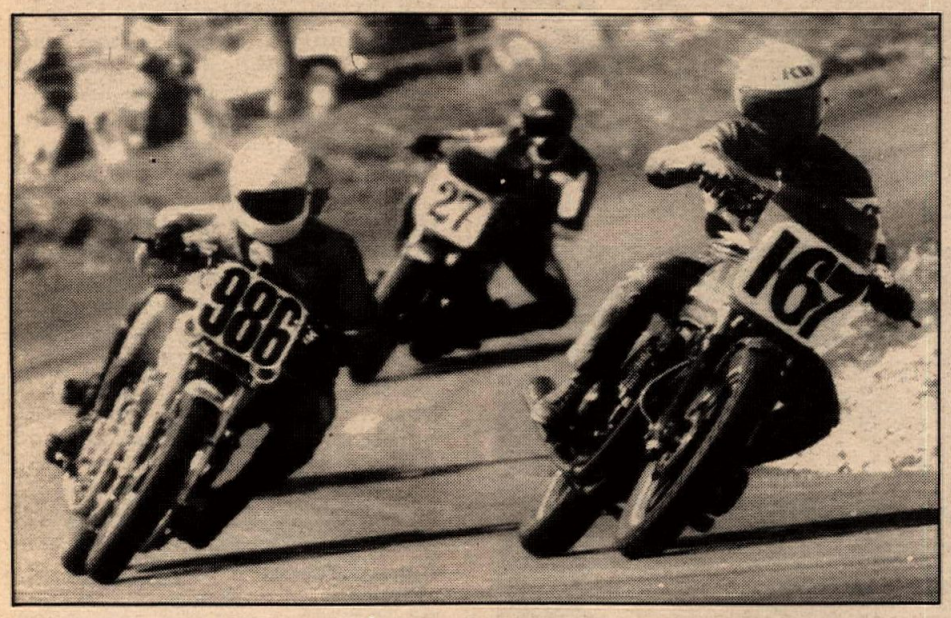
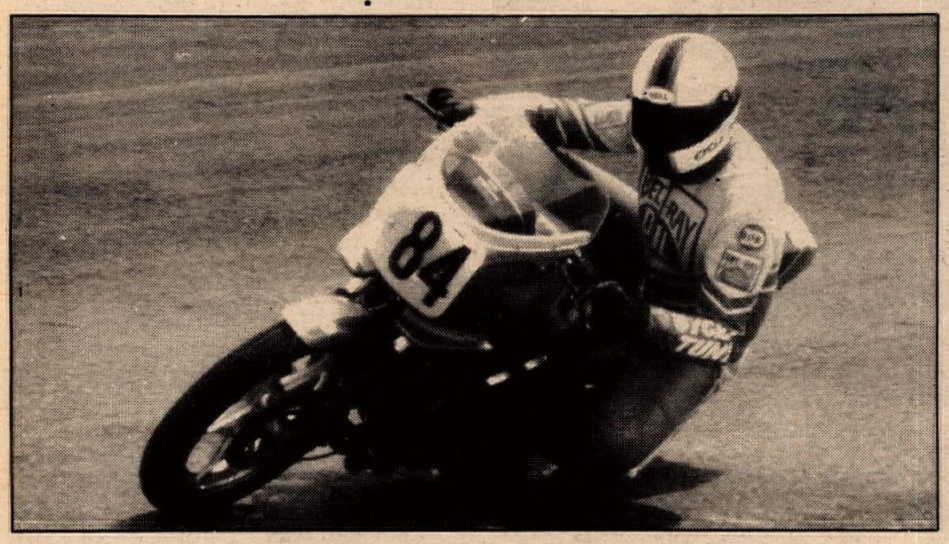






(Top) Dirt tracker Mike Minnig won 750cc Production at ARRA, while fellow flat tracker Bubba Shobert (above middle/167) took 600cc Production. (Above) Dennis Smith was the co-winner of the ARRA endurance race.

Dirt track invasion at ARRA Willow RR

By Lori Tyson

ROSAMOND, CA, APR. 4

Team Kawasaki dirt tracker Mike Minnig showed up with a new GPz750 and went out in the 750 and Open Box Stock race at the American Road Racing Association's Willow Springs meet and showed 'em how the dirt trackers do it. This was Mike's first road race, but a la Wayne Rainey, he had some help from Keith Code's California Superbike School.

Mike put on a super show as he battled Seaweed Kawasaki's Earl Roloff. Minnig held the lead, followed closely by Roloff, until the very last lap when Roloff caught him to take the win.

Behind the leaders there was quite a duel between Open class competitor Bill Kinney and 750cc rider Brian Stulbaum. Kinney crossed first to win the Open class with Stulbaum taking third in his class.

In the Production race it was Minnig and Roloff again going at it. But this time Roloff was on his Open class Eddie Lawson Replica with Minnig on his 750 Box Stocker. Roloff grabbed the lead from Minnig on the third lap but just couldn't shake him. In the end, Roloff crossed first, but Minnig, with impressive 1:42 lap times, still won his class easily.

In the money race, 500 and Open GP, Mike Krolich grabbed the lead and held onto it until lap four when Jeff Stanley (on the Warland Engineering superbike) snatched it away to take the first place money. Third overall went to Whitney Blackeslee on his Moriwaki GPz550.

Krolock was at it again in 750 and Open Super Street, this time dicing with Open class rider Kevin Bracken. Bracken led the first lap, but then Mike took over to lead the next three, with Bracken right on his tail. Bracken regained the lead on the fifth lap and held it to cross the line first. Third overall went to Robbie Radel, on his Virgin Bull Cocktail Mixes Kawasaki, who took second in his class.

In the 600-900cc and Open Four-stroke GP race, it was Radel's turn to fight it out with Bracken. Radel had the lead until lap four when Bracken was able to pass going into turn one. Radel didn't give up, though, as he stuck with Bracken to the end but had to settle for the second place trophy.

With 1:44 lap times, Whitney Blakeslee took another first place in 600cc Super Street, and gave "the incredible power of the Moriwaki motor" the credit. Another dirt tracker, Bubba Shobert, was in second place until the third lap when he dropped behind Steve Reynosia. Shobert then went on to battle Bailey Morgan and Walter Nitto for third, with Morgan taking it.

In 450cc Super Street, Kenny Stack fought against Howard Monise, Jay Tanner and Jim Collins over the first place spot. By the fourth lap, Stack had widened his lead and left the other three dueling for second. In the end Monise took home the second place trophy, followed by Tanner in third.

Monise grabbed an early lead in 450cc Production and held it to win by a wide margin. The real race was for second as Jeff Braucht and Clint Whitehouse went at it the entire race. Braucht took the checkers first by the end of the six-lapper.

There were two 125cc GP races run, and the same bike with two different riders won both. In the first, Richard Lovell was the pilot and diced with Tom DeWitt before taking the win. In the second race, Danny Coe, on the same machine, fought Len Gambo for the trophy, with Danny taking it. In third place Tom DeWitt and Jeff Braucht (on a borrowed bike) went at it, with DeWitt getting the trophy.

There were four riders vieing for the number one spot in the 250cc Production/Formula Four race. As Scott Waters, Don Nelson, Dan Diaz and Jeff Kratka diced, it was anyone's guess as to who would win. But on the last lap, Kratka slid off the track and out of the race. Don Nelson took the overall win with Waters holding number two overall to take the Formula Four win. Diaz took third overall and second 250cc.

While ARRA starter Glenn Hobbs took an easy win in the Classics race, Chris Scott and David Breetwor fought over second. Scott, on a 750cc class machine, took the checkers with Breetwor, on an Open classer, settling for third.

Be sure not to miss the next ARRA race, which will be the Silver Cup Race May 2 at Riverside.

Results

450 PROD: 1. Howard Monise (Yam); 2. Jeff Braucht (Yam); 3. Clinton Whitehouse (Yam).

125 GP RACE 1: 1. Richard Lovell (Hon); 2. Tom DeWitt (Hon); 3. Marty Anderson (Hon).

500 GP: 1. Rob DeWitt (Yam); 2. Robbie Radel (Kaw); 3. George Harvey (Suz).

OPEN GP: 1. Jeff Stanley (Kaw); 2. Mike Krolick (Kaw); 3. Whitney Blakeslee (Kaw).

450 BOX STOCK: 1. Perry Stein (Hon); 2. John Thornton (Yam); 3. Paul Banitch (Yam).

600 BOX STOCK: 1. Jack Knox (Yam); 2. Morgan Bailey (Kaw); 3. Willy Sarzi (Kaw).

750 SUPER STREET: 1. Mike Krolick (Kaw); 2. Robbie Radel (Kaw); 3. Denny Fryer (Hon).

OPEN SUEPR STREET: 1. Kevin Bracken (Duc); 2. Rye Hefley (Hon); 3. Kevin Warkentin (Kaw).

500 GP: 1. Terry Maves (Kaw).

100 GP: 1. Dusty Behrman (Hon).

FORMULA FOUR: 1. Scott Waters (C-A); 2. Mike Gallagher (Yam).

250 PROD: 1. Don Nelson (C-A); 2. Dan Diaz (Yam).

VINTAGE: 1. David Fiorelli (BSA); 2. Mark Johnson (Aer).

CLASSIC I: 1. Chris Scott (Nor).

CLASSIC II: 1. Glenn Hobbs (Nor); 2. David Breetwor (BSA); 3. Greg Phillipi (M-G).

450 SUPER STREET: 1. Ken Stack (Yam); 2. Howard Monise (Yam); 3. Jay Tanner (Yam).

600 SUPER STREET: 1. Whitney Blakeslee (Kaw); 2. Steve Reynosia (Hon); 3. Morgan Bailey (Kaw).

750 BOX STOCK: 1. Earl Roloff (Kaw); 2. Mike Minnig (Kaw); 3. Brian Stulbaum (Hon).

OPEN BOX STOCK: 1. Bill Kinney (Suz); 2. Fred Moore (Suz); 3. Myron Kitchen (Suz).

125 GP RACE 2: 1. Danny Coe (Hon); 2. Len Gambo (Hon); 3. Tom DeWitt (Hon).

200 GP: 1. Scott Waters (C-A); 2. Alex Sordo (Yam).

250 SUPER STREET: 1. Don Nelson (C-A).

600 FOUR-STROKE GP: 1. Rick Miller (Hon); 2. Kennie Buchanan (Kaw); 3. James Dickinson (Hon).

900 FOUR-STROKE GP: 1. Kevin Bracken (Duc); 2. Robbie Radel (Kaw); 3. Rye Hefley (Hon).

OPEN FOUR-STROKE GP: 1. Glenn Hobbs (Nor); 2. Jim Collins (Kaw); 3. Chris Scott (Nor).

600 PROD: 1. Bubba Shobert (Kaw); 2. Jack Knox (Yam); 3. Robert Anson (Kaw).

750 PROD: 1. Mike Minnig (Kaw); 2. Brian Stulbaum (Hon); 3. Joe Bruton (Kaw).

OPEN PROD: 1. Earl Roloff (Kaw); 2. Bill Kinney (Suz); 3. Fred Moore (Suz).

Steward/Smith snag ARRA Willow endurance RR

By Lori Tyson

ROSAMOND, CA, APR. 3

It was a one-two victory for Team Cycle Tune in the American Road Racing Association's four-hour endurance race at Willow Springs, with the team of Dennis Smith and Chris Steward taking the win, followed by John Ulrich and Bill Maddocks.

The Smith/Steward team was mounted on an 1150cc Suzuki equipped with a Yoshimura motor and cam and a Bassani pipe. The second place machine was a stock Suzuki with a Bassani pipe.

Smith/Steward led all of their 1:45 laps, with the exception of the very first which was led by Terry Statum/Jerry Clint. Statum/Cline crashed out of the race at the one hour mark.

The only problem Smith/Steward had all day was that their seat latch kept opening, and they had to make a few unscheduled pit stops to lock it back down. Smith rode consistent 1:37 lap times all day with Steward doing 1:37.5s.

The second place team of Ulrich/Maddocks tried to keep times in the 1:38-1:40 range. Maddocks had an exciting habit of leaving the pits on one wheel and sometimes carrying it nearly to the first turn.

Team Racers Supply — Rick Mitchell, Tom Hayner, Steve Sowden and Dennis Kemp — held third until the three-hour mark of the race when their bike spit a shim, and they had to drop out, leaving Trevor Dunn/Chuck Pace to take third in the Open class.

The team with the quickest pit stops was the second place 600cc team of Jeff Braucht/Marty Anderson with 17-second gas and rider changes.

The award for persistence should go to the northern California team of Kent Thomas/Randy Fettas. After drawing pole position, their rider misshifted and dropped back in the field. A few minutes after that, the

Donnie Sigrist (20c) leads Rick Stout in DeAnza 125cc Pro action.

rider crashed, but they rushed the bike back to the pits and spent the next hour putting it back together.

They got back into the race only to discover at their first pit stop that their battery had died, and they couldn't restart the bike. After pushing and pushing they decided to try to put enough of a charge in the battery to get it going again. They finally got it started but had the same problem at the next pit stop. By this time, the Racers Supply team was out of the race and gave them their spare battery. Believe it or not, the Thomas/Frettas team finished the race with no more problem.

The trophies for the race were huge mugs engraved with the ARRA logo and were given out at the following day's sprint races.

Everything was really well organized, and the turn workers did a commendable job of keeping it a safe race.

Results

600: 1. Harmala/Redmond (Kaw) 135; 2. Anderson/Braucht (Kaw) 133; 3. Juliussen/Hedrick (Kaw) 127; 4. Miller/Diaz (Hon) 126.

750: 1. Nelson/Sharp (Kaw) 134; 2. Flora/Shelton (Kaw) 131; 3. Phillipi/Schless (M-G) 129; 4. Krause/Elliot/Gabbert (Kaw) 126; 5. Palmer/Frew (Kaw) 119.

OPEN: 1. Steward/Smith (Suz) 145; 2. Ulrich/Maddocks (Suz) 142; 3. Dunn/Pace (Duc) 127; 5. Thomas/Frettas (Kaw) 82.

Stout stands out at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, MAR. 28

Riverside Suzuki's Rick Stout (Suz) took complete control of the 125cc Pro class by sweeping today's motos at DeAnza Cycle Park. Stout had to fight off the stiff competition from Eric Poffin (Hon) and Donnie Sigrist (Suz).

Track conditions couldn't have been any better at the start of the first 125cc Pro moto. Sigrist jammed into the lead followed by Poffin, Stout and Charles Osterday (Suz). Sigrist managed to hold on to his lead, but Poffin was hot on his rear fender. By the fifth lap Sigrist gave up his lead when Poffin snuck by, but Sigrist wasn't about to let the leader get out of his sight. Stout got into the picture after he passed Sigrist on the eighth lap and zapped Poffin a few turns later. Sigrist also startled Poffin when he passed the second place rider on the final lap.

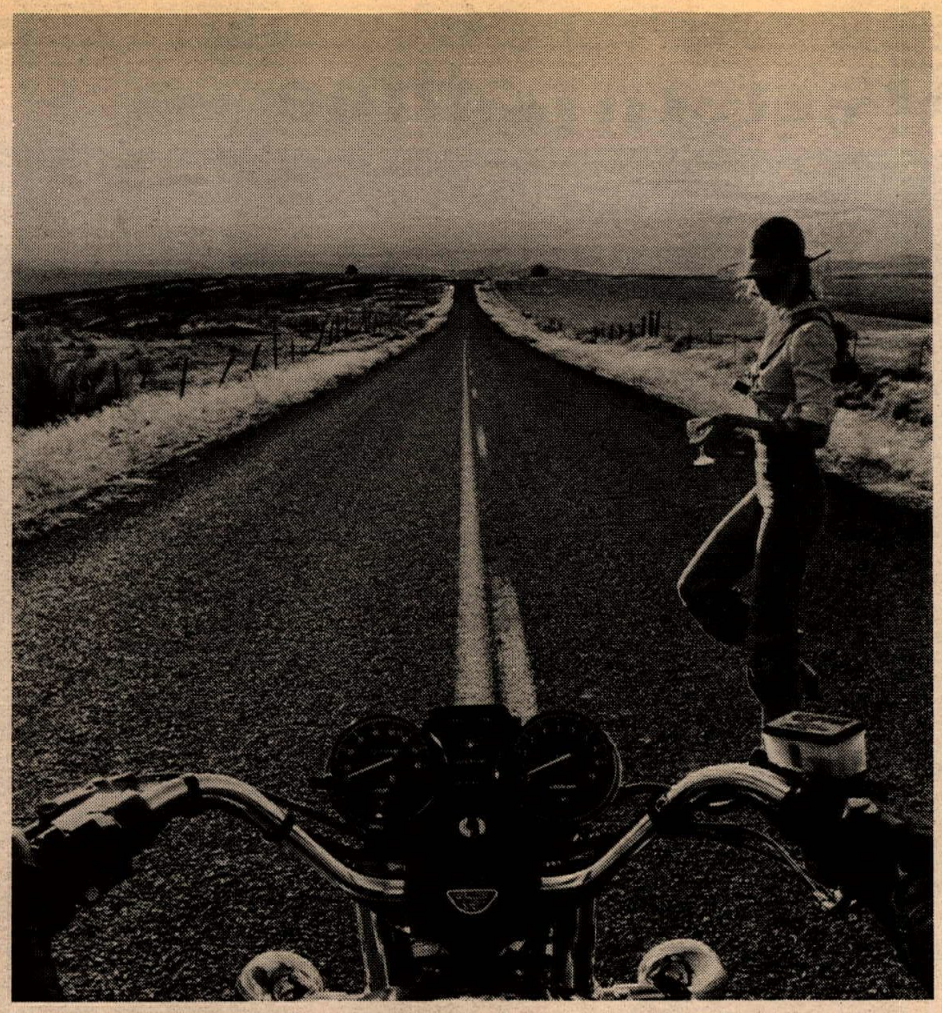
Sigrist grabbed the holeshot at the start of the second moto followed by Stout and Poffin. The battle for the lead was fierce, but it ended when Sigrist tank-slapped into the ground. Sigrist got up slowly. He tried to continue, but had to pull off after a few turns. That gave Stout a comfortable lead all the way to the finish. Poffin took second while Osterday settled for third.

Paul Burval (Suz) took command of the first moto of the 250cc Novice class, leading from start to finish. Burval grabbed the holeshot with Jerry Mullins (Suz) and Mark Montgomery (Kaw) on his knobby tracks. By the second lap Montgomery managed to sneak by Mullins for second. Montgomery tried to catch the leader, but Burval had stretched his lead to a comfortable margin. Mark Valentino (Kaw) had worked his way up to third, by the third lap, to challenge Montgomery. But in the end, Burval took the win followed by Montgomery, Valentino and Mullins.

At the start of moto two, it was Dino Provenghi (Hon) who stole the early lead. But Mullins and Valentino both snuck by Provenghi before the second lap. A lap later, Montgomery had worked his way up to second. then he challenged Valentino for the lead and won. When the checkered flag appeared, it was Montgomery who crossed the finish line first followed by Valentino, Mullins and Provenghi.

A 1-2 score gave the overall victory to Honda-mounted James Wiggins in the highly competitive Mini Beginner class. Wiggins grabbed the holeshot in the first moto and never looked back as he took the win.

In the second moto Wiggins had to settle for second behind Todd Wensel (Suz). Wensel's fourth in the first moto entitled him second overall.



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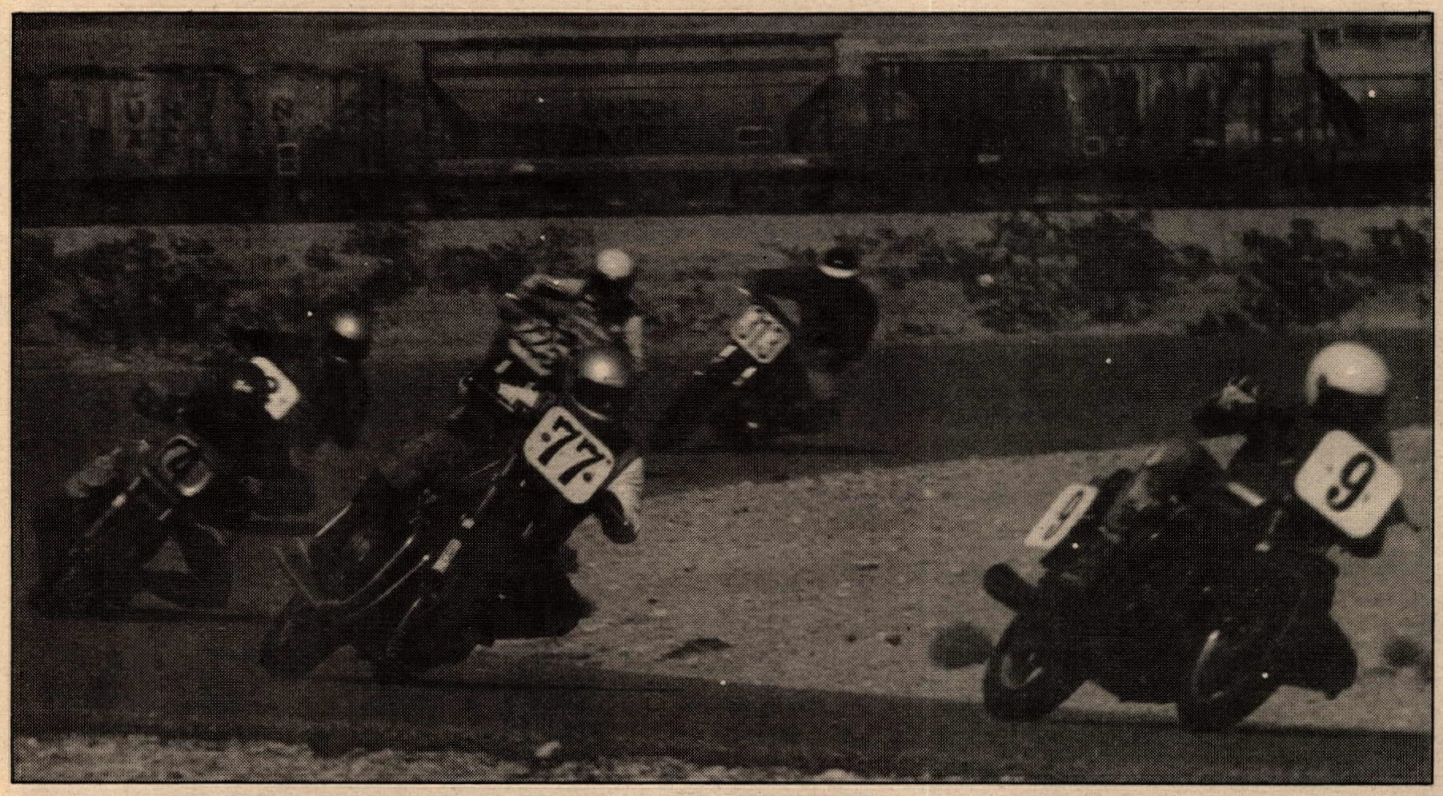

Mike Krolich leads Lee Fleming (77) and Bob Betke (4) at the SNRR's Las Vegas race.

Third went to Anthony Magallanes (Suz) after he tallied two consistent thirds.

Results

PEE WEES: 1. David Ochoa; 2. Kayle Leogrande (Yam); 3. Stephen Hengeveld (Suz).
PEE WEES: 1. Shane Milstead (Suz); 2. Steve Reid (Yam); 3. Dana Wiggins (Hon).
MINI BEG: 1. James Wiggins (Hon); 2. Todd Wensel (Suz); 3. Anthony Magallanes (Suz).
MINI NOV: 1. Tony Alessi (Yam); 2. Pete Peterson (Yam); 3. Mike Michetti (Suz).
MINI INT: 1. Mike Fitzgerald (Hon); 2. Thomas Combs (Kaw).
125 BEG: 1. Len Foster (Yam); 2. Terry Sanderson (Hon); 3. Neil Jones (Suz).
125 NOV: 1. Kevin Montgomery (Suz); 2. Larry Benedict (Yam); 3. Lance Gorton (Kaw).
125 INT: 1. Danny Cantley (Kaw); 2. Bob Walsh (Yam); 3. Eric Fraser (Yam).
125 PRO: 1. Rick Stout (Suz); 2. Eric Poffin (Hon); 3. Donnie Sigrist (Suz).
250 BEG: 1. William Vonhauer (Yam); 2. Steven Johnstone (Suz); 3. Bill Reynolds.
250 NOV: 1. Mark Montgomery (Kaw); 2. Mark Valentino (Kaw); 3. Jerry Mullins (Suz).
250 INT: 1. Pete Vetrano (Hon); 2. Kit Palmer (Hon).
250 PRO: 1. Fred Nichols (Kaw); 2. Jack Scott (Yam); 3. Mark Ellis (Yam).
OPEN BEG: 1. Luther French (Yam); 2. Terry Anderson (Hon); 3. Michael Ashman (Yam).
OPEN NOV: 1. Mike Carlo (Mai); 2. Paul Dayton (Hon); 3. Greg Roberg (Yam).
VET JRS: 1. Mark O'Neal (Hon); 2. D.J. Koko's (Hon); 3. Alice Moore (Suz).
VET INT: 1. William Cline (Hus); 2. Robert Berdyck (Mai); 3. J. Richardson (KTM).
VET SRS: 1. John White (Mai); 2. Ed Michetti (Suz).

Betke, Cox take three at SNRR RR

By Don Akers

LAS VEGAS, NV, MAR. 28

Bob Betke, on his new Kawasaki West-sponsored GPz550, served notice at the Southern Nevada Road Racers Association's Road Race that his temporary retirement is over. With three wins out of four classes entered, there isn't much doubt in the competition's minds that he's returned.

The first race of the day was the combined 450 and 600cc Box Stock classes. A brand new rider, Suzuki-mounted Jim Cox of Wildlife Performance, took the 450cc win over veteran Nevada Yamaha rider Mike VanNatta. This was to be the first of three class wins for young Cox. Quite a start for a brand new racer. In the 600cc class, Bob Betke turned in his first win of the day over Phil Florian (Wildlife Performance/Wayne's Machine Shop).

Next up was the combined 750 and Open Box Stock classes. Betke again crossed the finish line first with Champion Kawasaki rider Mike Krolich and Nevada Yamaha's Slim Stephens finishing in the deuce and trey spots. Gary Hodum and Kenny Farmer (Champion Kawsaki) rounded out the top five in the 750s. Bill Price, another Champion Kawasaki rider, cruised home for the Open class gold.

Following that race, the combined 450cc Production and 500cc Vintage classes gridded up. Newcomer Jim Cox again took the 450cc win after a 10-lap duel with Mike VanNatta. In the Vintage class, Kawasaki-mounted Bob Rapp took the checker ahead of TM400 rider Albert Hlabasko. Benelli 360 rider Dennis Zimmer DNF in the Oldtimers class after a brief but very intimate encounter with the barrier on turn six.

Queuing up next were the 600cc Production riders. "Mr. Clean" Henry Tecza (Wildlife Performance) was number one in this race with Jody Morgan on his Nevada Yamaha-sponsored Seca taking second. Jim Cox could only get a third in this go 'round, with Phil Florian and Armando Melgosa finishing fourth and fifth, respectively.

Betke scored his third win of the day in the 750cc Production class. Mike Krolich, Slim Stephens, Kenny Farmer and Henry Tecza were the next four finishers. Bill Price again aced the Open Production class.

When the combined 450 and 600cc Super Street class waved off, Jim Cox and another first time rider, Sportsman Cycle-sponsored Rick Elias, fell out for a little close order drill. Cox took the flag for his third win of the day with Elias running second and Slim Stephens, this time riding the Glenn Barrentine-sponsored RD350, filling out the number three slot in the 450s. In the 600cc class, last year's SNRR high point rider, Jack Baker, on a Nevada Yamaha Seca, took an easy win.

The 750cc Super Street race had a formidable line-up of talent in it. Jack Baker took the win, but Betke, Stephens, Farmer and Hodum were all in the hunt. Keith Brewer, an unsponsored rider from Phoenix, had to settle for sixth, and Bruce Haupt took seventh.

Lee Fleming from Champion Kawasaki was the pre-race favorite in the Open Super Street class, and he didn't disappoint anyone. Except maybe Reno's Jon Parisena. Parisena's turbo 900 Z-1, sponsored by Cycletron, gave it a hell-of-a-go, but he just couldn't get by Fleming. Slim Stephens again changed bikes for this race, this time to the Wayne's Machine Shop/TPI-sponsored Kawasaki, but had to settle for third. Kawasaki-Honda of Las Vegas rider Mike Williams was fourth, and Jack Baker was fifth.

The 500cc GP class again pitted the two rookie riders, Jim Cox and Rick Elias, against each other. This time Elias took the top spot with Cox running second. Meanwhile, Slim Stephens was running amuck through the Open GP class with Mike Williams running second and Rudy Goebel following in third.

Consistent finishing by Slim Stephens has made him the unofficial points leader in the '82 season of the Southern Nevada Road Racers Association.

Breker blasts Saturday Saddleback

By Terry Whytal

ORANGE, CA, MAR. 27

Factory Kawasaki star Goat Breker rode a production KX250 to commanding leads in both Saturday Saddleback Motocross 250cc Pro motos. "It was a bit slippery in the first moto," noted Breker as he claimed his first place share of the purse, "but the second moto was fine."

The cloudy and semi wet conditions didn't stop many of the local 250cc riders from keeping the pressure on Breker as 17 Pros threaded through the first turn at the start of the first race. Breker quickly moved into the lead position followed by Yamaha riders Don Griewe and Greg Zitterkopf.

Zitterkopf worked past Griewe near the midway point but bobbled two laps later and dropped back to finish third behind Breker and Griewe.

Moto two again saw Breker take the early lead with Griewe pressuring for the first few laps before fading off the killer pace set by the Kawasaki ace. Griewe held on to finish second ahead of Zitterkopf and earned the number two purse money. Honda rider Jeff Yochum posted a 4-5 score to grab fourth overall.

Ken Ratzloff powered away with the Veteran Expert race despite strong competition from Suzuki rider Bert Wehr and KTM-mounted Rick Watson.

Ratzloff pushed his Maico to the front in moto one as Wehr and Watson battled for the runner-up slot ahead of Suzuki rider Jerry Benson. Ratzloff slowly pulled away from the field and opened a safe lead by the checkers. Wehr held on to finish second with Watson third.

Ratzloff found the smooth lines in round two action and opened a big lead early in the moto. Watson was involved in a first lap pile-up that caused him to DNF. Benson and Wehr dueled for second place for most of the moto with Benson edging ahead at the finish. Wehr earned second place honors behind Ratzloff and Benson picked up third.

Kawasaki-sponsored Paul Denis wicked his 80cc Uni-Trak to victory in the Mini Expert race. Denis was clearly the fastest rider on the course and lapped nearly the entire field in each moto. Yamaha rider Mark Toyama followed Denis to the checkers in both race to claim second overall as Honda-mounted Billy Frank finished third.

Results

OPEN PRO: 1. Steve Banning (Hon); 2. Bob Rutten (Mai); 3. Danny Kerr (Hon).
250 PRO: 1. Goat Breker (Kaw); 2. Don Griewe (Yam); 3. Greg Zitterkopf (Yam).
125 PRO: 1. Craig Dale (Suz); 2. Mark Horton (Yam).
OPEN INT: 1. Kelly Oliver (Mai); 2. Bruce Deacon (Suz); 3. Don Ambrose (Mai).
250 INT: 1. Craig Dack (Yam); 2. Rob Petrin (Suz); 3. Tim Murphy (Suz).
125 INT: 1. Taylor Marcell (Yam); 2. Kevin Rice (Yam); 3. Rodney Phelps (Yam).
VET EX: 1. Ken Ratzloff (Mai); 2. Bert Wehr (Suz); 3. Jerry Benson (Suz).
VET INT: 1. Larry Dunn (Suz); 2. David Wilson (Yam); 3. M. Muller (Mai).
250 NOV: 1. Jim Klickskern (Hon); 2. Jay Siddall (Hon); 3. Dave Edwards (Yam).
125 NOV: 1. Darrell Cantrefras (Hus); 2. Jose Hernandez (Hon); 3. Tracy Jensen (Kaw).
250 BEG: 1. James Mair (Suz); 2. Jeff Montgomery (Hon); 3. Glen Comer (Yam).
125 BEG: 1. Eric Alloy (Yam); 2. John Schibinger (Hon); 3. Lou Gabriel (Kaw).
MINI EX: 1. Paul Denis (Kaw); 2. Mark Toyama (Yam); 3. Billy Frank (Hon).
MINI INT: 1. Kyle Lewis (Kaw); 2. Joe Lozano (Yam).
MINI BEG: 1. Dugan Sanders (Yam); 2. Frank Menges (Kaw); 3. Josh Niday (Yam).
WOMEN EX: 1. Karen Leitinger (Suz); 2. Gail Webb (Hon); 3. Natalie Allen (Yam).
WOMEN NOV: 1. Roxane Ray (Hon); 2. Patti Stuebner (Yam).

Canyon hosts AZ Championship MX

By Pam Hardin

PHOENIX, AZ, MAR. 28

Motocross racers from all over Arizona were out in full force for the second round action of the Arizona State Championships at Canyon Raceway.

In the 250cc Expert class, Bobby White grabbed the holeshot and roosted into first. Bobby Blose and Scott Stallard followed closely. By the second lap the three riders had a four-second lead over the 17 other Experts.

White dropped down to third and then dropped out completely with engine trouble. Yamaha rider Bryan Hayes jammed out of the pack to take over third and began to threaten Stallard for second.

It looked like Blose was walking away with it, but it just wasn't to be. Hayes had just put away Stallard when it looked as if Blose was having engine trouble. He pulled over to let

KTM 500cc National rider John Finkeldey leads Mike Tripes at Carlsbad.

the two riders by, and for the rest of the race played catch-up. His father said afterwards that Bobby just cramped up.

Husky rider John Imbriale passed Stallard but couldn't catch Hayes as he took the checkered in the first moto.

In second moto action, Blose didn't show, but his younger brother certainly didn't go unnoticed. By the second lap Chappy Blose had a comfortable three-second lead over Hayes and White. They kept him on his toes, though, and when his bike stalled in the S turns, it loooked like a turnover in favor of Hayes was near. Blose wasn't about to let anybody by him. He gassed it to the checkered 14 seconds ahead of Hayes.

Results

Y-ZINGERS: 1. Timmy Clatone (Ita); 2. Chuckie Cook (Yam); 3. Steve Bitsilly (Yam).
PEE WEE NV: 1. Jerry Adkins (Yam); 2. Jeff Bandes (Yam: 3. Damon Watkins (Yam).
PEE WEE AM: 1. Wes Parker (Yam); 2. Grady Ingram (Yam); 3. Brent Wineland (Yam).
80 BEG:1. Scott Ardema (Yam); 2. Scott Bawden (Kaw); 3. Brent Wineland (Suz).
80 NOV: 1. Billy Carlson (Yam); 2. Ken Hilton (Yam); 3. Amy Brooks (Yam).
80 AM: 1. Dennis Parker (Yam); 2. Shaun Kalos (Suz); 2. Terry McFarland (Kaw).
80 EX: 1. Kyle Fleming (Suz); 2. Bryan Brunner (Kaw); 3. Steve Brooks (Yam).
125 BEG: 1. Darin Trotta (Suz); 2. Todd Hinson (Yam); 3. Kelly Speer (Suz).
125 NOV: 1. Ed Harrington (Yam); 2. Craig Teal (Suz); 3. Jem Hassan (Suz).
125 AM: 1. Tony Leon (Yam); 2. Terry Dinnebeck (Yam); 3. Joe Rochwalik (Yam).
125 EX: 1. Chappy Blose (Suz); 2. Drey Dircks (Suz); 3. Tom Tait (Yam).
250 BEG: 1. Jim McCleary (Hon); 2. Chuck Ryder (Yam); 3. Barry Beegle.
250 NOV: 1. Bob Tomaw (Suz); 2. Tom Lemke (Hon); 3. Craig Goodnuff (Suz).
250 AM: 1. Jack Hensley (Yam); 2. Dave Daniels (Suz); 3. Dale Cooley (Hon).
250 EX: 1. Bryan Hayes (Yam); 2. John Imbriale (Hus); 3. Scott Stallard (Yam).
105: 1. Bryan Brunner (Kaw); 2. Bill Dalton (Hon); 3. Shaun Kalos (Suz).
OPEN BEG: 1. Jim McCleary (Hon); 2. Chuck Ryder (Yam); 3. Barry Beegle (Hon).
OPEN NOV: 1. Tom Henley (Yam); 2. Mark Winkelman (Mai); 3. Brian Shalley (Yam).
OPEN AM: 1. Glenn Dawson (Hon); 2. Larry Noel (Yam); 3. Bill White (Suz).
OPEN EX: 1. Bryan Hayes (Yam); 2. Jay Perkins (Yam); 3. Mike Garratt (Yam).
OT NOV: 1. Robert Dean (Hon); 2. Bob Brown (Hon); 3. Mike Mote (Mai).
OT AM: 1. Tim Kennedy (Yam); 2. Monte Whitaker (Yam); 3. Mike McIntyre (Hon).

Tripes, Finkeldey clean up at CMC Carlsbad MX

By Myron Hemley

CARLSBAD, CA, MAR. 28

Mike Tripes and John Finkeldey stayed clean by staying out in front to win the 125 and 250cc Pros at the Continental Moto-sports Club Carlsbad MX.

Tripes took the holeshot in the first moto of the 125s ahead of Terry Murray, Jeff Prieur, David Hopwood and Ray Tetherton. Murray and Prieur started dicing for second from the start. Prieur passed Murray on the downhill of the first lap, but was repassed on the next lap going over the ledge. Hopwood moved into third when Prieur slid out and dropped to sixth behind Don Turk. When Prieur fell he suffered unknown mechanical trouble and had to pull off later. Hopwood moved up to second when Murray fell on the fourth lap and dropped to seventh. Tetherton was the next rider to go down in the mud, but he moved back up to fourth and Scott Sargent went into fifth when Joe Herrihew ate it on lap 10. Tripes rode easily from wire to wire for the win over Hopwood, Turk, Tetherton and Sargent.

In the second moto it was Hopwood out in front after lap one. Prieur was second, Murray third, Tripes fourth, and Herrihew fifth. On lap two both Murray and Tripes passed Prieur on the downhill for second and third. Tripes moved up one more place when he passed Murray coming out of the chicane. Tetherton passed Herrihew for fifth and then moved into fourth when Prieur fell on the uphill of lap three.

Tripes took over the lead two laps later, passing Hopwood as they went over the ledge. Tetherton caught and passed Murray on the eighth lap for

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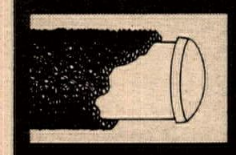

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Some riders found the Corona supercross style track a bit unsettling.

Mike Tripes leads a buzzing horde of CMC 125cc Pros at Carlsbad.

Greg Zitterkopf had time for a wave while winning Corona's 250cc Pro

third. Hopwood pulled into the pits, out of contention after losing water through a loose hose clamp. Hopwood returned to finish the race, but was two laps down. Sargent passed Herrihew to move into fourth on the ninth lap after a last place start. Sargent moved into third when Murray stalled out and dropped to sixth. Sargent was three seconds behind Tetherton with three laps remaining, but he pulled even at the start of the last lap and made a successful pass in the horseshoe for second. Tripes took his second win of the day for the overall. Sargent rode from last place to second and a tie-breaking second overall with Tetherton in third. Herrihew finished fourth and Hans Mueller fifth.

In the 250cc Pros Mike Tripes took the holeshot over Jeff Lucas, Woody Carlson, and John Finkeldey. Finkeldey quickly took over second on the first lap when he passed Carlson and Lucas. Finkelday passed Tripes two laps later to move into the lead. Finkeldey came to California from Westbrook, CT, to ride CMC's Golden State Series and stayed to ride some of the Nationals. Finkeldey rode his KTM to an 18 second win over Tripes, Lucas and Eric Baker, who passed Carlson on the last lap.

In the second moto the track had a lot more traction and a lot more riders staying on. At the end of the first lap it was Tripes out in front ahead of Finkeldey, Lucas, Tom Browne and Joaquin Picazo. Finkeldey would then pass Tripes and Tripes would pass him back. They did this several times until the fourth lap when Tripes stalled his bike. He restarted and was off in sixth. Tripes passed Carlson for fifth on the sixth lap, then moved up two more places when he went by Picazo and Browne two laps later. Tim Lunde caught Carlson on the sixth lap and then both riders passed Picazo for fifth and sixth. Lunde passed Carlson for fifth and then moved into fourth when Browne slid out and dropped to 10th. Tripes moved back into second on the ninth lap when he was passed by Lunde. In the four remaining laps Tripes cut Finkeldey's 10-second lead in half but the checkered flag came out giving Finkeldey the win and Tripes second. Lunde held on to third, and Lucas was fourth, Carlson fifth, and Picazo sixth.

Results

MINIS: 1. Anthony Gorin (Suz); 2. Jarrod Deare (Kaw); 3. Chris Head (Yam).
INT: 1. Terry McClure (Yam).
125 JR: 1. Giovanni Spinali (Suz); 2. Mike Pomjevich (Suz); 3. David Krock (Hon).
125 INT: 1. Roger Hayes (Suz); 2. Mitch Palmer (Hon); 3. Chris Shaw (Suz).
125 PRO: 1. Mike Tripes (Yam); 2. Scott Sargent (Suz); 3. Ray Tetherton (Suz).
250 JR: 1. Chris Goshdrn (Suz); 2. David Inkel (Yam); 3. Rick Searamella (Yam).
250 INT: 1. Douglas Lott (Yam); 2. Brian Craw (Yam); 3. Shannon Scott (Hus).
250 PRO: 1. John Finkeldey (KTM); 2. Mike Tripes (Yam); 3. Jeff Lucas (Suz).
500 JR: 1. Chuck Rouse (Hon); 2. Harry Backer (Mai); 3. Chris Freeman (Hon).
OPEN PRO: 1. John Finkeldey (KTM); 2. Bill Keefe (Hus); 3. Mike Rose (Yam).
VETS: 1. Chuck Rouse (Hon); 2. Jack McCormick (Yam); 3. Bob Totten (Suz).

Hames collects on three, Johnson takes half mile at Corona

By Elaine Jones

CORONA, CA, MAR. 27

After losing one race date to rain, the troops were more than ready for some oval action tonight at Corona Raceway.

Pete Hames was right on track and started the evening off by topping a 10 man field in the 250cc Money short track. It was a wire-to-wire romp for the "Simi Flash." Darren Hulbert got off in second spot, but Robert Land took over on the second lap. Roger Thompson was working his way from fifth, but the going wasn't easy for the Corona youngster, especially since Land and Hulbert were battling for second. Hulbert reclaimed second on the eighth lap of the 15 lap main event. Land came fighting back and took over again on the 10th lap. Thompson got the break he was looking for when Hulbert's bike went south, and he locked up third. They finished in that order.

Hames was right back on the line for the Open Money short track. For Hames, it was an instant replay with a wire-to-wire, catch-me-if-you-can ride. Jim Rosa got second off the start and held it for three laps before Jeff Johnson motored his big Harley by as Rosa's bike went sour. Vince Gildner, down from Olympia, WA, moved into third. Rosa was back on the track two laps later, but the bike was till causing him problems, and he ended with a DNF. Hames had his second win with Johnson second and Gildner third.

Hames was now two for two, and the 250cc Money half mile was next. Again Hames got the jump on the field and never looked back. Robert Land was off second with Bobby Beer third and Mike Kirby fourth. Roger Thompson did his usual come-from-behind number and moved from fifth to third in one lap. Mike Kirby was holding on to fourth, looking very strong, when his bike went belly up. At the same time, Thompson put a move on Land and came up with second with five laps to go. Land came back strong, but Thompson held him off to come up with second. Land was third with Darren Hulbert picking up fourth.

The Open Money half mile was the only thing left for Hames to make it a clean sweep for the night. Jeff Johnson had different ideas as he blasted off the line to take the lead. Hames was second with Chris Cannon third. These three were to set the pace for the 10 man field. Dan Mullins, who made the trip over from Mesa, AZ, had fourth until the fourth lap when Rex Hailey took over. Jim Rosa took aim on Mullins one lap later and came up with fifth. Eddie San Roman was on the move and made it on the 11th lap, dropping Mullins one more spot.

Hames was still trying to knock off Johnson, but the Fontana Radiator-sponsored, Tony Denius-tuned Harley rider was not to be denied, and Hames just didn't have the ponies to catch him. He settled for second with Chris Cannon third.

Double wins went to Jason Bell in the 125 and 250cc Novice short track, while Derrick Van and Darren Hulbert captured the 250cc Amateur and Expert short track and half miles, respectively, and Tim Gewecke the Mini goes. Jim Lynch outfoxed the Not-So-Over-the-Hill-Gang for a double victory.

Results

SHORT TRACK
MINI: 1. Tim Gewecke (Hon); 2. Terry Melton (Yam); 3. Harry Leitner (Hon).
125: 1. Jason Bell (Yam); 2. Jerry Hawkins (Yam); 3. Rex Wessels (Yam).
250 NOV: 1. Jason Bell (Yam); 2. Dana Dumond (Bul); 3. Philip Swearingen (Suz).
250 AM: 1. Derrick Van (Yam); 2. J. Ward McKee (Kaw); 3. Jim Stentz (Yam).
250 EX: 1. Darren Hulbert (Yam); 2. Robert Land (Yam); 3. Mike Kirby (Yam).
NSOTHG: 1. Jim Lynch (Mai); 2. Nick Theroux (Hon); 3. Jim Chapman (Yam).
OPEN NOV: 1. Gary Kauffeld (Yam); 2. Don Billington (Hon); 3. Keith Peel (Yam).
OPEN AM: 1. Don Meiner (Yam); 2. Dave Alexander (Hon); 3. Ron Cates (Yam).
OPEN EX: 1. Robert Little (Yam); 2. Roger Thompson (Yam); 3. Shawn Leipold (Yam).
250 MONEY: 1. Pete Hames (Kaw); 2. Robert Land (Yam); 3. Roger Thompson (Yam).
OPEN MONEY: 1. Pete Hames (Yam); 2. Jeff Johnson (H-D); 3. Vince Gildner (Hon).
HALF MILE
MINI: 1. Tim Gewecke (Hon); 2. Terry Melton (Yam).
125: 1. Rex Wessels (Yam); 2. Jason Bell (Yam); 3. Terry Melton (Yam).
250 AM: 1. Derrick Van (Yam); 2. J. Ward McKee (Kaw); 3. Jason Bell (Yam).
250 EX: 1. Darren Hulbert (Suz); 2. Robert Land (Yam); 3. Keith Guthery (Yam).
NSOTHG: 1. Jim Lynch (Mai); 2. Nick Theroux (Hon); 3. Jim Chapman (Yam).
OPEN NOV: 1. Scott Sweaney (Yam); 2. Keith Peel (Yam); 3. Gary Kauffeld (Yam).
OPEN AM: 1. Jim Milburn (Yam); 2. Don Meiner (Yam); 3. Bob Graves (Yam).
OPEN EX: 1. Keith Guthery (Yam); 2. Rex Hailey (Yam); 3. Jim Rosa (Tri).
250 MONEY: 1. Pete Hames (Kaw); 2. Roger Thompson (Yam); 3. Robert Land (Yam).
OPEN MONEY: 1. Jeff Johnson (H-D); 2. Pete Hames (Yam); 3. Chris Cannon (H-D).

Zitterkopf zooms to Corona MX win

By Kit Palmer

CORONA, CA, MAR. 26

In preparation for the upcoming 500cc Nationals, Yamaha of Covina's Greg Zitterkopf did what he likes doing best, and that's winning. He did so in the 250cc Pro class tonight at Corona Raceway. On his way to two moto victories, Zitterkopf had to contend with John Greenway (Kaw) and John Mazzacane (Suz).

At the start of moto one, Zitterkopf pulled the holeshot ahead of Greenway, Mazzacane and Mark Jones (Yam). Zitterkopf quickly extended his lead while Greenway and Mazzacane battled over second. By the third lap Mazzacane had managed to dive by Greenway, overtaking the second spot. Zitterkopf ran away with the win followed by Mazzacane, Greenway and Jack Scott (Yam).

As the pack headed into the first turn at the start of the second moto, it was Greenway who stuffed his Kawasaki into the lead pursued by Scott, Mazzacane and Zitterkopf. Entering the second turn Mazzacane slid out, handing third to Zitteropf. Zitterkopf took over second when Scott pulled off the track. Soon Zitterkopf was jamming right down on Greenway's rear fender, but Greenway held on to his slim lead. The two leaders were handlebar to handlebar as they bounced through Corona's supercross whoops, but Zitterkopf could not find a way past Greenway. Zitterkopf did find a way after he rammed his Yamaha by Greenway through a tight S section. Zitterkopf then settled down and lengthened his lead right to the finish. Greenway took second while Mazzacane held on to third, just ahead of Jones.

In tonight's high school action, Upland took a narrow six-point advantage to capture the win over Moreno Valley, 168-162.

In the first moto of the 500cc Senior class it was Moreno Valley's Ken Campbell (Suz) who rocketed into the lead in front of teammate Brian Griewe (Kaw) and Upland's Pat Weber (Suz). The three leaders never gained more than a bikelength on each other, but Campbell held on to take the narrow win.

In moto two it was Weber who grabbed the holeshot, followed by Griewe and Campbell. Weber extended his lead while Griewe and Campbell fought over second. The two were neck and neck, but Griewe managed to hold back Campbell's hard charge. In the end, Weber easily took the win followed by Griewe and Campbell.

In the 250cc Senior class it was Griewe who captured the overall victory after he placed third and first. Two consistent seconds gave Campbell second overall while a first moto victory and a second moto crash combined to give Weber third.

Results

HIGH SCHOOL

MINI NOV: 1. Greg Trachy; 2. Dave Farris (Yam); 3. Matt Kimes (Hon).

125 NOV: 1. Steve Williams (Yam); 2. Sandy Williams (Suz); 3. Jay Spear.

175 NOV: 1. Steve Williams (Yam); 2. Anthony Sandoval; 3. Pat Weber (Yam).

500 SRS: 1. Pat Weber (Suz); 2. Brian Griewe (Kaw); 3. Ken Campbell (Suz).

UNATTACHED

MINI BEG: 1. Steven Phillips (Yam); 2. Gary Trachy (Yam); 3. David Slack (Kaw).

MINI NOV: 1. Greg Trachy (Yam); 2. Mark Lopera (Yam); 3. Sence Delyenne (Yam).

INI INT: 1. Mike Dodge (Kaw); 2. Glenn Tucker (Kaw); 3. Thomas Combs (Kaw).

MINI EX: 1. Scott Brown (Kaw); 2. Mike Roberts (Yam); 3. Brian Binkley (Yam).

125 BEG: 1. Lednil Eaton (Yam); 2. Jason Coolbaugh (Yam); 3. Norm Dunec (Yam).

125 BEG: 1. Rob Edwards (Hon); 2. Roberto Noboa (Suz); 3. Howard Tresville (Suz).

125 NOV: 1. Randy Maletta (Kaw); 2. Billy Fox (Yam); 3. Jay Lytell (Suz).

125 INT: 1. Con Berner (Yam); 2. Scott Clark (Suz); 3. James Conti (Hon).

250 BEG: 1. Mark Kerr (Hon); 2. Mark Newton (Suz); 3. George Trumball (Yam).

250 NOV: 1. Ben Chollar (Hon); 2. Paul Walmsley (Suz); 3. Larry Cravens (Yam).

250 INT: 1. Rick Vanderham (Yam); 2. Chris Fleming (Suz); 3. Pat Schreffler (Hon).

250 PRO: 1. Greg Zitterkopf (Yam); 2. John Greenway (Kaw); 3. John Mazzacane (Suz).

500 NOV: 1. Roger Kokos (Hus); 2. Chris Cannon (Yam); 3. Gary Trussell (Kaw).

500 BEG: 1. Troy Saunders (Yam); 2. Dave Kendall (Yam); 3. Michael Eason (Yam).

500 INT: 1, Dean Wilkinson (Hon); 2. Paul Schreffler (Hon).

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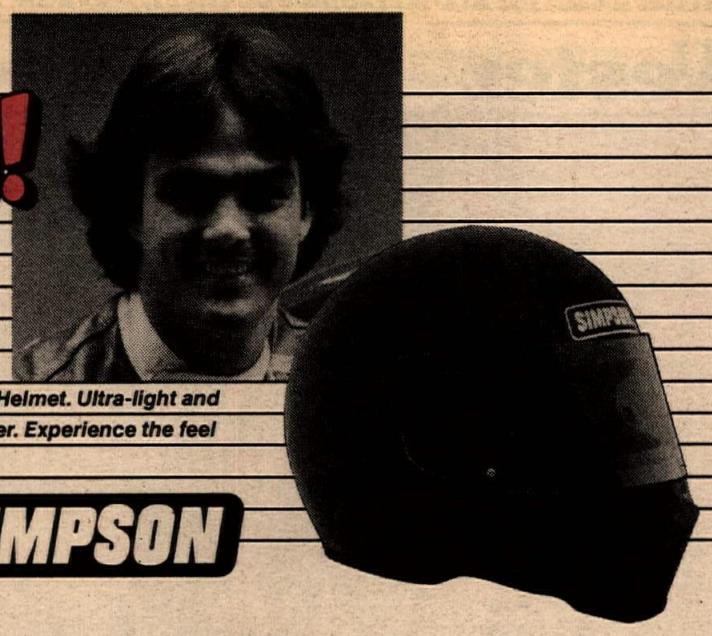

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Jim Tarantino won two classes at CMC's Saddleback MX.

Tarantino terrorizes CMC/DG Saddleback MX

By Mike Klinger

ORANGE, CA, MAR. 21

Jim Tarantino put on quite a show as he manifested two very impressive wins at the Continental Moto-sports Club's DG Day. The one day affair attracted over 200 participants and a decent crowd of spectators. The race was held on the old Olympiad track due to the washout of the International track days before. The DG sponsored event had prizes for all classes including a rather large purse for the professional entrants.

As the morning sun began to warm the Saddleback air, the riders gazed at the event line up showing it was going to be a long day: 22 motos, including two six-lap qualifiers for the 250cc Pros. Thirty-two of them would transfer to the main event, the last motos of the day.

The two qualifying heats hit the moist track right off the bat and the racing was hot off the start. Scott Manning (Yam) led the field to the "bank" but as the short moto progressed, factory Suzuki rider Brad Lackey quickened the pace. But with one lap to go, Lackey bailed, leaving the win to Richard Sands (Suz). Tarantino (Hon) took the honors in the second qualifier after slipping past Don Griewe (Suz).

As the tension mounted, the gate dropped for the beginning of the first of two 14-lap events for the 250cc Pros. Tarantino got off to a blistering start with Juan Benavidez (Yam), David Taylor (Suz), Andy Guth (Suz) and Craig Gormley (Yam) hot on his tracks. Tarantino began to pull away with an enormous lead. By lap eight, Taylor had taken over second place with Benavidez and Robert Reisinger (Suz) pushing to get by. As Tarantino amassed an 18-second lead over Taylor, Reisinger slipped by Benavidez with the hard charging Mike Beier (Yam) gaining. At the flag Tarantino won a laugher with Reisinger second ahead of Taylor, Benavidez, Guth and Gormley. Lackey came from dead last position to finish eighth.

Moto two saw Tarantino again devastate the competition to put together a 1-1 score. After Lackey's misfortune in moto one, he followed up with a fine second place ride. Lackey's 8-2 score placed him in third overall. Second overall went to Taylor, who tallied a 3-4 score after following David McClain (Suz) in moto two. McClain was fifth overall.

Tarantino made it two for the day when he dominated 25 Open Pros in the same manner as the 250s. Off the start Micky Dymond (Mai) battled Tarantino but the Honda flash put it in high gear and was virtually gone. Following Dymond were Griewe and Matt Tedder (Hon). By lap 10 Tarantino was starting to lap slower riders. John Finkelday (KTM) posted his 495cc right on the fender of Dymond for third and on lap 11, Finkelday got past Dymond and Griewe for second. Tarantino won his third moto on the day with Finkelday second. Griewe followed with Dymond, Greg Zitterkopf (Yam) and Andy Jefferson (Hus) making up the top six.

In moto two, backing off the gate cost Steve Banning (Hon) his second place finish to Tarantino. Tarantino did it again. Four motos entered, four won and a lion's share of the DG purse. Zitterkopf was officially second in moto two and second overall with a 5-2 score. Third went to Griewe (3-4) ahead of Jefferson (6-3) and Tedder (8-5).

In the 125cc Junior division, Mike Gilmartin (Suz) bested a field of 29 riders and came away with the overall and perfect 1-1 scoring. Bill Glore (Hus) got the glory in the 250cc Intermediates by running away with a 1-1 score also, and Don Glover (Yam) continued his domination of the Open Intermediates with another perfect score and the overall win.

Results

: 1. M. Foster (Yam).
MINI JR: 1. J. Fitterer (Yam); 2. J. McCormick (Yam); 3. T. Kosi (Kaw).
MINI INT: 1. D. Hammack (Kaw).
125 JR: 1. M. Gilmartin (Suz); 2. T. Joysey (Kaw); 3. J. Davis (Suz).
125 INT: 1. T. Marcell (Yam); 2. J. Anker (Yam); 3. G. Renko (Suz).
250 JR: 1. J. Carstairs (Kaw); 2. D. Jones (Yam); 3. J. Melton (STR).
250 INT: 1. B. Glore (Hus); 2. G. Adams (Hon); 3. M. Adamson (Suz).
500 JR: 1. M. Hall (Yam); 2. C. Dowell (Yam); 3. R. Falcon (Yam).
500 INT: 1. D. Glover (Yam); 2. D. Ambrose (Mai); 3. T. Shedden (WM).
VET JR: 1. K. McLeod (Kaw); 2. R. Sowma (Yam).
VET MASTER: 1. C. Gazafy (Hon); 2. J. Weisel (Suz); 3. M. Bastionell (Mai).
OLD TIMER JR: 1. D. Stark (Suz); 2. J. Marks (KTM).
OLD TIMER MASTER: 1. R. Watson (KTM).
125 PRO: 1. M. Beier (OCC); 2. D. Cates (Hon); 3. R. Maki (Kaw).
250 PRO: 1. J. Tarantino (Hon); 2. D. Taylor (Suz); 3. B. Lackey (Suz).
500 PRO: 1. J. Tarantino (Hon); 2. G. Zitterkopf (Yam); 3. D. Griewe (Yam).

Craig rips CMMC Minis, Dunlap dominates 125s at Barona

By Rod Eschenburg

SAN DIEGO, CA, MAR. 21

Yamaha-mounted Mike Craig parlayed three firsts and a second to sweep both the Stock and Modified Intermediate Mini classes at Barona Oaks. Team Green rider Frankie Brundage seemed to have the upper hand on Craig in the Stocks after a strong first moto win, but a DNF in the second go 'round put him out of it. Yamaha rider Terry McClure had a busy day with a pair of tie-breaker seconds, both of them coming at the expense of Lucky Yamaha rider Lance Barnett.

In the 125s, Pacific Beach Honda rider Kenny Dunlap once again dominated with a sweep of the Stock and Modified Experts. 1981 Champ Mitch Palmer (Hon) came up with two second places over new Expert Keith Craig (Yam), but it was all Dunlap at the checkers. Although it is still very early in the season, it's beginning to look like Dunlap could follow his buddy Ron Lechien in scoring back-to-back Mini and 125cc championships at Barona.

The Intermediate 125s featured another clean sweep by Burger King Yamaha rider Chris Swift, who ran ahead of Mark Scott in both the Stocks and the Modifieds. Ironically, the seconds earned Scott a transfer to the Experts for the next race day; Swift will be along shortly, though!

Going back to the Minis, 12-16 Novice sensation Mike Allen (Suz) continued his win binge at Barona with another perfect two-for-two day. Allen looks like he can move into the Intermediates with no trouble right now, so watch out you Intermediates!

Results

STOCK INT (12-16): 1. Mike Craig (Yam); 2. Terry McClure (Yam); 3. Lance Barnett (Yam).
MOD INT (12-16): 1. Mike Craig (Yam); 2. Terry McClure (Yam); 3. Lance Barnett (Yam).
105 MINI: 1. Frankie Brundage (Kaw); 2. Terry McClure (Yam); 3. Phil Lawson (Yam).
STOCK NOV (12-16): 1. Mike Allen (Suz); 2. Gilberto Lizarage (Yam); 3. Paul Cortez (Yam).
MOD NOV (12-16): 1. Mike Allen (Suz); 2. Danny Hembree (Yam); 3. Phil Lawson (Yam).
STOCK NOV (9-11): 1. Danny Hembree (Yam); 2. Steve Furuya (Yam); 3. Scott Hainsworth (Yam).
BEG (12-16): 1. Steve Fox (Yam); 2. Oscar Garcia (Yam); 3. Danny Dillard (Yam).
STOCK 125: 1. Ken Dunlap (Hon); 2. Mitch Palmer (Hon); 3. Keith Craig (Yam).
MOD 125 EX: 1. Ken Dunlap (Hon); 2. Mitch Palmer (Hon); 3. Keith Craig (Yam).
MOD 125 EX: 1. Ken Dunlap (Hon); 2. Mitch Palmer (Hon); 3. Keith Craig (Yam).
STOCK 125 INT: 1. Chris Swift (Yam); 2. Mark Scott (Yam); 3. Mark King (Suz).
MOD 125 INT: 1. Chris Swift (Yam); 2. Mark Scott (Yam); 3. John Phillips (Suz).
STOCK 125 NOV: 1. Paul Masek (Yam); 2. Bobby Ashburner (Suz); 3. Kevin Nolin.
MOD 125 NOV: 1. Scott McGregor (Yam); 2. Abraham Yvellez (Suz); 3. Kevin Nolin.
125 BEG: 1. Dan Southworth (Kaw); 2. Brian Infelise; 3. David Krock (Hon).
JUNIOR CYCLE CLASSES
STOCK (0-8): 1. Dennis Dahlin (Yam); 2. Sean Thorton (Yam); 3. Justin Rich (Yam).
MOD (9-11): 1. Danny Hembree (Yam).
MOD (0-8): 1. Sean Thorton (Yam); 2. Dennis Dahlin (Yam); 3. Justin Rich (Yam).
PEE WEE MOD: 1. Justin Rich (Yam); 2. Eric Stafford (Yam).

Mullins takes three at Canyon ST

By Jauna Balderston

PHOENIX, AZ, MAR. 21

The first points-paying race of Canyon Raceway's 1982 short track and TT season came off with good action and was both enjoyable and exciting.

Dan Mullins was the big winner of the day with wins in three classes. Mullins dealt defeat to Mike Stewart and Donnie Norman in the 250cc Expert short track. Norman had a fierce battle for his third place finish. He had to fend off the charges of Tom Burcham. Bob Russell and Marlow Parks were the competition in the Open short track, but Mullins again took the win.

Mullins put his name on the 250cc Expert TT, also. He took the win ahead of Burcham and Rick Williams.

Parks took the lead early in the Open Expert TT and never gave it up. Russell and Pat Antonides followed him home.

Butch Odom, Ric Crandall, Virgil Zumstein, Bob Hinchliff and Buck Burcham rode wheel to wheel for the entire short track main for Open Amateurs. Hinchliff took the overall ahead of Odom and Burcham.

Gary Boyd and Randy Jacobs ran it back and forth for the entire 250cc Novice short track main with Boyd taking the first spot, Jacobs second and Aaron Eustace rounding out the top three.

Four-year-old Reid Beggs ran a lonely race in the Y-Zinger class, as did Danny Yogerst in the Pee Wee class, but in the Mini class, competition was tough for Syd Nichols and Todd Yogerst. Yogerst grabbed the overalls in both the Mini short track and TT. Nichols followed him home in the short track. •

Results

SHORT TRACK
Y-ZINGER: 1. Reid Beggs.
MINI: 1. Todd Yogerst; 2. Syd Nichols; 3. Danny Yogerst.
250 NOV: 1. Gary Boyd; 2. Randy Jacobs; 3. Aaron Eustace.
250 EX: 1. Dan Mullins; 2. Mike Stewart; 3. Donnie Norman.
OPEN EX: 1. Allen Shugg; 2. Ron Masterson; 3. Brian O:neill.
OPEN AM: 1. Bob Hinchliff; 2. Butch Odom; 3. Buck Burcham.
OPEN EX: 1. Dan Mullins; 2. Bob Russell; 3. Marlow Parks.
TT
Y-ZINGER: 1. Reid Beggs.
MINI: 1. Todd Yogerst; 2. Danny Yogerst.
250 NOV: 1. Mike Hall; 2. Richard Rector; 3. Gary Boyd.
250 EX: 1. Dan Mullins; 2. Tom Burcham; 3. Rick Williams.
OPEN AM: 1. Buck Burcham; 2. Ric Crandell; 3. Bill Nichols.
OPEN EX: 1. Marlow Parks; 2. Bob Russell; 3. Pat Antonides.

Fast Facts

Jeff and Patti Henning

Enduro Riders

Name/nickname: **Jeffery Duane Henning/Jeff.**

Date/place of birth: **March 7, 1958/ Clark Air Base, Philippine Island.**

Height/weight: **6'0"/165 lbs.**

Occupation: **Computer programmer.**

Current residence: **Marysville, CA.**

Wife's name: **Patti.**

Daily transportation: **Ford Courier pickup truck.**

Hobbies/relaxation: **Motorcycles, camping, bowling and golf.**

Favorite food/drink: **Mexican food/ Pepsi.**

Favorite band/musician: **Journey.**

First interest in bikes: **Father traded a case of beer for a Honda 50 while I was stationed in the Philippines in 1972. I received the bike in the mail.**

First bike: **Honda 50.**

Sizes/makes of current racing bikes: **250 and 495cc KTMs.**

First race/outcome: **Fools Gold Enduro/DNF.**

Most recent win: **Open class AMA Region Five Enduro Champion, D-36 Number Two enduro plate.**

Sponsors: **Hi-Point, Krause Racing Products, KTM and Discount Cycles.**

Tuner: **Myself.**

Biggest gripe about racing: **Poor check placement in D-36 enduros.**

Most respected rivals: **Dave Bertram and Rob Suttlif.**

Reason for racing: **Kicks.**

Future racing ambitions: **Win the Golden State Enduro series, D-36 number one enduro plate, retain Region Five plate and get AA rider classification.**

Name/nickname: **Patricia Ann Henning/Patti.**

Date/place of brith: **April 10, 1961/ Yuba City, CA.**

Height/weight: **5'4"/118 lbs.**

Occupation: **Hair stylist.**

Current residence: **Marysville, CA.**

Husband's name: **Jeff.**

Daily transportation: **Honda car.**

Hobbies/relaxation: **Motorcycles, camping, bowling and swimming.**

Favorite food/drink: **Italian food/ Seven-Up.**

Favorite band/musician: **Rick Springfield.**

First interest in bikes: **My father, Charlie Morgan, raced motorcycles and taught me to ride at age five.**

First bike: **Honda 50.**

Size/make of current racing bike: **Yamaha IT175H.**

First race/outcome: **Virginia City Grand Prix/won Women's Division.**

Most recent win: **Women's Division at the Cowbell Regional enduro.**

Sponsors: **Hi-Point.**

Tuner: **My husband, Jeff.**

Biggest gripe about racing: **Not enough women competitors.**

Most respected rivals: **Jeanie Morgan.**

Reasons for racing: **Enjoyment.**

Future racing ambitions: **To be the first woman to receive a D-36 number one Women's Division plate.**

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NORTHERN DATELINE

View from the bottom of Blitz.

Hvall blitzes Blitz Canyon

By Delbert Longbrake

GRANTS PASS, OR, MAR. 21

Hill climbing made a spectacular comeback to the southwestern Oregon community of Grants Pass when the old Merlin hill, now dubbed Blitz Canyon, was reopened by local climb enthusiasts Dave Morris and Dan Deyoung. And turning in a spectacular ride at that event was Randy Hvall who topped the 600-foot granite hill in 11.98 seconds, the fastest time of the day.

Hill climbing has always been very popular in Grants Pass, and there are many good climbers who live there. It is the home of Mike Gibbon, the man who topped the Widowmaker hillclimb in the movie *On Any Sunday*. Mike doesn't climb anymore, but there are plenty of folks who still do. There were 115 entrants at Blitz Canyon. Not only that, there were approximately 500 spectators who came out to drink Blitz beer in the sunshine and watch the goings on. Many were undoubtedly reminiscing about the good old days at the hill.

The first machine of the day to make it over the top was in the 250cc Modified class and was in the hands of Mitch Allison. Mitch blazed the way for the others, turning in a time of 21.68 seconds. Hvall would nearly cut that time in half, before the day was over, on his YZ400 Yamaha in the Open Sport class.

The Open Sport class means pump gas and rubber tires only. And since it was in that class that Randy set fastest overall time, he had to rely heavily on his riding ability rather than on raw rear wheel horsepower, for he was competing against fuel burning, chained, multi-cylinder machines for that honor.

The closest anybody got to Randy was Butch Schoemaker who turned in a time of 12.61 seconds in the 500cc Modified class. Hvall, who rode that class on his Yamaha also, placed second to Schoemaker. But he would have his revenge in the Open Sport class where Schoemaker placed second behind him with a time of 12.66.

Hvall's explanation as to why he was able to get fast time was quite simple. "The shortest distance between two points is a straight line," he said, "so all you have to do is go straight as possible and still find the best traction. I'm used to the bike, and it runs good." He added, "I like the hill, and I like going over!"

The motorcycle that everyone wanted to see was the CBX Honda of Ron Hopkins who hails from the Seattle area. Ron's six-cylinder, 1050cc machine was the hit of the climb. The Honda had Simons forks up front and Fox Airshox mounted onto the extended swingarm. Chains wrapped around the massive 5.00 x 17 Metzeler which was mounted on a homemade five-and-one-half-inch wide rim.

When Ron took off his hat, which read "six cylinders," and put on his helmet, a crowd gathered around him. Then, with the push of a button, the CBX came to life. On the starting line Ron looked determined. The crowd was getting excited as they watched in awe. Ron dropped the clutch, and the CBX howled, sounding something like a cat whose tail had been stepped on. When Ron crested the hill the crowd roared. His time of 12.63 was good enough to take the win in the Open Exhibition class. Want to know who got second? Would you believe Randy Hvall on his YZ400 Yamaha?

Results

FAST TIME: Randy Hvall, 11.98 (Yam).

KIDS MINI: 1. Ronald Fields, 439' (Hon); 2. Travis Smith, 400' (Yam); 3. Milo Shier, 380' (Hon).

200 STOCK: 1. Dale Rund, 480 (Yam); 2. Donovan Rund, 470 (Suz); 3. Jeff Gerber, 445 (Hon).

200 MOD: 1. James Haney (Yam); 2. Kelly Witcher (Yam); 3. Tabatha Witcher (Yam).

250 STOCK: 1. Lindsy Bryant, 21.74 (Yam); 2. Jim Munyon, 557 (Yam); 3. Calvin Whiting, 550.

250 MOD: 1. Tim Mead, 15.80 (Yam); 2. Jerry Allen, 17.58 (Yam); 3. Rick Chapman, 18.49 (Yam).

500 STOCK: 1. William Gilliam, 14.78 (Yam); 2. Alan Van Antwerp, 15.52 (Suz); 3. Lormier Bentolini, 16.52 (Hon).

500 MOD: 1. Butch Schoemaker, 12.61 (Yam); 2. Randy Hvall, 12.84 (Yam); 3. Rick Allen, 13.37 (Yam).

OPEN SPORT: 1. Randy Hvall, 11.98 (Yam); 2. Butch Schoemaker; 12.66 (Yam); 3. Rick Allen, 15.23 (Yam).

OPEN EXHIBITION: 1. Ron Hopkins, 12.63 (Hon); 2. Randy Hvall, 12.84 (Yam); 3. Alvan Antwerp, 13.15 (Hon).

Skreen masters Drift Creek Trial

By Russ Cazier

PORTLAND, OR, MAR. 28

The Columbia Observed Trials Association held its second Pacific Northwest Trials Association-santioned event of the season at the now-traditional Drift Creek site near the summit of the Coast Range, about 25 miles west of Portland.

Novices, Intermediates and a special class for enduro bikes ran in the morning, with the "big guys" — Advanced, Expert and Masters classes — running in the afternoon. The terrain is so rugged, with creeks, ravines and dead logs everywhere, that the 10-section loop run in the morning could be squeezed into an area equating to three city blocks and still present more than adequate variety, difficulty and separation of sections. The afternoon loop covered more ground and included a long, steep hill to climb.

To no one's great surprise, Brad Skreen won the Masters bracket, compiling a score of 47 points with 24 cleans over the 11-section, four-loop course. Jay Terry took second in Masters and won the Enduro class in the morning as well, on an IT465 with knobby tires. Terry was also involved in an attempt to carry a TV mini-cam and cameraman on the IT for some action filming, and probably started the campfire.

Vance Walker was the only entrant, hence the winner, of the Expert class, but it should be noted that his 63/19 score would have earned him a second behind Skreen in the Masters class. Walker has advanced meteorically up the class categories, some say because COTA is trying to move him up to a class he can't win. It hasn't worked so far.

Terry Rinke turned in a superb 23/26 score to win the Novice class, with some pursuit provided by Don MacInnis on a street legal TY250, which he occasionally uses as a commuter bike.

Judd Schaefer managed a strong ride to top the Intermediate class, in spite of sharing the bike, a new Cota 200, with a first time Novice. He must have liked the bike, loaned by Montesa West, because he bought it right after the event.

Tom Young, trials marshal for the meet, rounded up a table full of contingencies from Portland area motorcycle dealers and distributors, as well as setting up an exceedingly well designed and well run trials.

After the meet, hangers on were treated to an exhibition by Skreen, Walker and Duane Rinkes working out on some stadium trials props, i.e., barrels, teeter board, ramp and balance platform.

Results

MASTERS: 1. Brad Skreen (Mon, 47/24); 2. Jay Terry (Mon, 73/14); 3. Kary Krahel (Bul, 112/9).

EXPERT: 1. Vance Walker (Mon, 63/19).

ADVANCED: 1. Duane Rinkes (Bul, 43/20); 2. Tim Fellows (Mon, 89/11); 3. Martin Weddle (Bul, 101/12).

INT: 1. Judd Schaefer (Mon, 33/25); 2. Jim Dedman (Yam, 41/19); 3. Greg Evers (Bul, 49/21).

NOV: 1. Terry Rinkes (Mon, 23/26); 2. Don MacInnis (Yam, 35/23); 3. Matt Abbott (Yam, 41/23).

ENDURO: 1. Jay Terry (Yam, 33/24); 2. Warren Burton (Mon, 71/7); 3. Rod Parrish (Yam, 132/3).

Klaudt clobbers Thurston County MX

By Clay Light

OLYMPIA, WA, MAR. 28

Cory Klaudt, now Honda mounted and riding for Seattle Honda, is amidst a lengthy win streak here in the Seattle area. The young MXer has had more than his share of wins in the 125cc Pro class and looks to be a hot prospect in the Gold Cup series.

Cory wasn't the only rider to go for a 1-1 tally here at Thurston-Grays Harbor ORV Park; the other was Stacy Thornton (DG Yam) who swept the 250cc Pros with a 1-1 score. The weather was nothing short of the usual — cold, cloudy and off-and-on rain showers made for some wet racing, although not as messy as usual in the Evergreen State.

Eight 250cc Pros lined up at the starting gate for what would be a knock-down, drag-out war into turn one. Thornton went to the head of the pack into turn one with David Henden (#1 Cycles Yam), Bruce Irwin (Vancouver Suz) and Ron Howick (Suz) following. Thornton was pretty much in control of the moto with Henden holding down second over a battle for third between Todd Paulson (Paulson's Suz) and Danny Diesso (Burien Suz), who went DNF after a lap. Tim Olson (Kaw) moved up one notch when Diesso went out, but fifth would be as far as the Kawasaki rider would get. Thornton sewed up the race for first place in the moto as Henden took a second and Irwin third.

The second moto had only five of the original eight on the line braving the showery conditions. Thornton once again launched his Yamaha ride to first over Henden who immediately moved to second to put the pressure on Thornton, who was a bit surprised to find someone else match his speed. The two battled away out front of the others which consisted of Irwin in third, Robby Burkhardt (Hon) in fourth and Olson fifth. Thornton held Henden off to the flag and took another devastating win for a perfect 1-1 tally over Henden's close 2-2 and Irwin's 3-3.

The 125cc Pro class was pretty much the same. One rider dominated both soggy motos as another gave chase. Klaudt and Thornton were the riders who argued over the first place spot with Paulson, former CMC number one Gary Racca (Suz) and Mark Studder (Yam) giving chase. The pack that started out at seven had thinned down to a five-rider race by the midway point in the moto. Up front it was still a wild battle for first between Klaudt, who dangled on the edge of disaster, and Thornton. Klaudt took the checkered flag for first over Thornton, Paulson, Racca and Studer.

Moto two saw Klaudt romp to the front followed by you know who (Thornton, in case you didn't guess so) and Paulson. Paulson lost sight of the two in the early going and by the midway point, believe it or not, there were only four 125cc Pros left on the track. Diesso, the "Burien Flash," went out after only a couple of laps leaving Paulson and Racca to dice their hearts out for second place. Well, not really second but third, although Klaudt and Thornton were so close you couldn't really call it one way or another. Klaudt wrapped up the race on the last lap when Thornton backed off and just motored across the line for second. Paulson won the battle for third and Racca fourth.

Results

250 PRO: 1. Stacy Thornton (Yam); 2. David Henden (Yam); 3. Bruce Irwin (Suz).

125 PRO: 1. Cory Klaudt (Hon); 2. Stacy Thornton (Yam); 3. Todd Paulson (Suz).

250 EX: 1. David Froembling (Hon); 2. Tom Moriarity (Yam); 3. Rick Weidman (Hon).

MINI EX: 1. Todd Hoover (Yam); 2. Dennis Dolquist (Yam); 3. Scott Grimm (Yam).

MINI B: 1. Scotty Spencer (Yam); 2. Jeff Nelson (Suz); 3. William Dempsey (Kaw).

MINI C: 1. Boris Portnoy (Yam); 2. Susan Chapman (Suz); 3. Tony Milo (Yam).

100 EX: 1. James Clendenen (Yam); 2. Wade Janssen (Yam); 3. Brad Miller (Yam).

100 B: 1. Greg Hopf (Yam); 2. Steve Davis (Suz).

100 C: 1. Mike Reed (Yam).

PEE WEE EX: 1. Grant Bergstrom (Yam); 2. Corylee Bartlett (Yam); 3. Casey Jones (Yam).

PEE WEE B: 1. Shawn Dempsey (Yam); 2. Amy Anderson (Yam).

PEE WEE C: 1. Boris Portnoy (Yam).

OPEN EX: 1. Tim Birk (Suz); 2. Joe Norman (Hon); 3. Mark Envolson (Hon).

OPEN B: 1. Clint Calhoun (Yam); 2. Kim Johnson (Hon); 3. Joe Mayerle (Hon).

OPEN C: 1. Jay Spadoni (Suz); 2. Randy Konig (Mai); 3. Perry Graves (Hon).

250 B: 1. Gary Snyder (Hon); 2. Tim Larson (Yam); 3. Brent Andrdi (Yam).

250 C: 1. Jay Spadoni (Suz); 2. Tim Beadle (Hon); 3. Les Handy (Yam).

OVER THE HILL: 1. Ric Houseman (Hus); 2. Bill Reese (Suz); 3. John Collum (Mai).

Klaudt, Tyler, Burgett take home gold at Gold Cup MX Series opener

By Clay Light

SEATTLE, WA, APR. 4

Uncertain skies today greeted over 400 riders in Seattle for the Yamaha Perpetual Gold Cup Series opener at Jolly Rogers MX course. The big winners in the Pro classes were Cory Klaudt (Seattle Hon) who topped an exciting second moto 125cc Pro race for the overall, beating Danny Diesso (Burien Suz) and first moto winner Stacy Thornton (DG Yam). Rick Burgett (Yam) took the Open Pro class with devastating 1-1 wins after a spectacular battle with Scott Tyler (Devol Eng./Maico Northwest) who chased Burgett all the way to the flag in moto two. Tyler came roaring back to take both the 250cc Pro motos and beat Burgett in moto one.

The Pro classes were not large enough to run qualifiers; the 125cc Pro class had 22 riders, which fit the gate exactly. The Open Pros had 20 contestants, and 250cc Pro was the largest at 26 riders, which required a two-row start.

In moto one of the 125cc Pro clas, Thornton put his Yamaha into the lead at the start over Arne Hettman (Super Seer/Newburg Hon), Cory Klaudt, Brett Tremblay (Suz of Spokane), Richard Earle (LOP/Super Seer/Hon) and Duane Marker (Yam support). Thornton wasted very little time moving out front while Klaudt moved by Hettman to move into the second position over Hettman, Tremblay and Diesso. By the halfway point in the race, Thornton was sailing all alone out front of Klaudt, who had second all to himself. Tremblay opened up a gap as well between himself and fourth place Diesso. Marker finished fifth, followed by a trio of riders consisting of Lance Richotte (Suz), Brad Bolmes (Yam) and Hettman. Eighth place is the final pay slot in each moto, and it's surprising how these guys will go at it.

Klaudt was thinking of the first place payoff when the gate dropped for moto two. Klaudt romped to an immediate lead with fellow Honda rider Hettman in second and Marker third. Thornton held down fourth and was having trouble getting around Marker to go after Hettman. Thornton did get by eventually, but by the midway point in the race, Klaudt had opened up a six-second lead over Diesso.

Thornton joined the front-runners, but it didn't seem to bother Diesso and Klaudt who were bar to bar for the last few laps. Thornton seemed to be content with third. Diesso made a last-ditch attempt at taking the lead, but it backfired and nearly sent Danny down. Diesso did save it to take second, Thornton third, Marker fourth, Bolmes fifth, Richotte sixth and Hettman seventh after a crash set him back.

Diesso was out to make a name for himself and launched himself to instant glory, leading the 250cc Pros over David Henden (Yam), Canadian Tim Krugh (Hon), Scott Tyler (Mai NW) and Gary Kuest (Super Seer/Airway Heights Yam). Tyler took Diesso for the lead on lap two on the long downhill while Henden, Krugh and Burgett gave chase. Burgett closed in on Tyler by the midway point, going around Henden for second, who just as soon dropped it, putting Diesso back in third. Diesso moved to challenge Burgett, but "The Lumberjack" held his own to the flag. Tyler took the win, though. Fourth went to Tom Moen (Seattle Yam), Roby Bass (Spokane Hon) fifth and Jack McGill (Yam) sixth.

Second moto had Diesso again grab the lead over Tyler, Krugh, Bass, Henden and Burgett. Tyler took over on the next go around while Bass and Krugh traded paint behind. Burgett moved to second to put pressure on Tyler, but Burgett's bike threw a chain and went DNF. Tyler was having a picnic up front and getting paid quite well in the process. Diesso made a charge that brought him to within striking distance of Tyler, but the Tacoma terror held on to take the win. Third went to Krugh, Bass fourth, Henden fifth, Moen sixth and Brett Tremblay (Spokane Suz) seventh.

The Open Pro class was a real seat edger. Burgett was hungry for a piece of the $1,000 per class loot and made a move out of the gate. Bill Joyce (LOP/Burien Suz), who hasn't ridden in a year, brought out a new Floater to take the lead away from Burgett and pull away from the pack in the early going. Trailing in second was Don Gores (Olympic Yam) and Burgett. Gores and Joyce were having a super battle out front until Joyce crept away from the two.

Montey Mitchell (KTM support) was having it out with Burgett and Roby Bass (Hon). Burgett stalled, dropping to fifth, but just as soon as you could blink an eye, he was back into third. Gores made a move on Joyce for the lead but instead ended up with a face full of sand. Joyce faded in the late going allowing Burgett to get by. Joyce held on to second to the flag with Krugh taking third. Fourth went to Moen, Ted Devol (Devol Eng. KTM) finished fifth followed by Brian Doyle (Mai) and Mitchell.

Moto two had Joyce once again jump into the lead followed by Tyler and Burgett, who in one lap reeled the Suzuki rider in. Burgett and Tyler again went at it for the lead. Tyler would keep it open longer than the National vet, but the Yamaha rider has more experience than the 16-year-old Maico star.

Joyce held down third and motored all alone in the position until Moen and Krugh caught up to the tiring LOP rider. Joyce yielded to both Moen and then Krugh, dropping to fifth. Krugh got by Moen with a valiant pass in the straight stretch launching pad, which was a jump taken in fifth gear. Some riders, like Burgett, Kuest and Ross Learn (Yam), logged nearly enough flight time to receive their pilot's license.

Burgett didn't buckle under pressure and held Tyler at bay to take the cake. Third went to Krugh, fourth Moen. Don Knoblauch (Yam) motored around silently swooping up riders, taking Joyce on the last lap for fifth.

Results

OPEN PRO: 1. Rick Burgett (Yam); 2. Timmy Krugh (Hon); 3. Tom Moen (Yam); 4. Billy Joyce (Suz); 5. Don Knoblaugh (Mai).

250 PRO: 1. Scott Tyler (Mai); 2. Danny Diesso (Suz); 3. Roby Bass (Hon); 4. Tom Moen (Yam); 5. Jack McGill (Yam).

125 PRO: 1. Cory Klaudt (Hon); 2. Stacy Thornton (Yam); 3. Danny Diesso (Suz); 4. Duane Marker (Yam); 5. Brad Bolmes (Yam).

Miller, Loesch, Winningham win at Benton County ST

By Clay Light

CORVALLIS, OR, APR. 3

It was indoor short track at its best once again tonight at the Benton County Fairgrounds. While most of the Pros were in California for the Ascot TT National run at the same time, Richard Winningham of Walport was busy cleaning up this area, taking the Open A and Open Pro main events. Brian Loesch (Bul) took the 250cc Pros by surprise, winning a cliffhanger over Jeff Celorie (Vern's Air Sales). The other big winner was Scott Miller (C-A) who topped a thrilling 250cc A main event.

The first race in the series of main events was the 125cc B main, which featured those who didn't make the cut-off for the A class. Don Davidson (Suz of Roseburg) led at the start over

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NORTHERN DATELINE

Rick Ryan roosted both 125cc Expert motos at Prairie City.

David McDowell (Hon) and Joe Eaton (Yam of St. Helens). Davidson motored on the pack, wasting very little time wrapping up the race in the process.

The winner of the B mains and the consolation usually gets the chance to move up to the next e not to do so, and it was a seven-rider pack for the start of the 125cc A main. Dave Woolard (Hon) took the lead at the snap of the rubber band until the end of a lap when Charlie Mitchell (Yam of St. Helens) took over. Mitchell was the target of the referees tonight, as he was hampered by penalty area starts in each race.

A wild dice developed behind the leaders between Donald Paul (Suz of Seattle), Clay Light (LOP/Super Seer/Bosch Yam) and Mike Lester (Suz). Dave Barber (Hod) made a move that eventually took him past the dueling lead duo to take third behind Woolard and Mitchell, who once out front was there to stay and took the win. Fourth went to Paul, and Light got fifth with Lester hot on his tail.

Next was the 250cc A main. A two row start was used, and the eight-rider field saw three restarts before the final go. One rider looped his machine on a false start making for restart one; second time had another rider stretch the rubber band to the max and quite handily had it wrapped around his neck. I always wondered why flat trackers wear scarves around their necks; this one occasion saved the rider some "rubber band burns."

The main was finally ready to run, once the referees got things in control. Scott Miller put his Can-Am into the lead over Mike Ogelsbee, Jeff Celorie, Mike Moritz and Bob "Pickel" Mahr (Fred's Cycle Bul). Miller poured it on to take the win with Oglesbee hitting lappers and taking a tumble, putting Verl Smith (Vern's Air Sales Yam) into the second place spot and third to Mahr.

In the Open A main, it was Richard Winningham putting the motor on the pack to grab the lead over Mike Huffman (Huffman-Wright Logging Hon). Huffman made many attempts to collect the lead, but each time just meant frustration for the rider. Winningham took the flag for first over Huffman and Chuck Glender (Hon) who poured it on in the later stages of the main.

The 250cc Pros were readying themselves for their chance at the big money. A two-row start was also used in this race with the semi winners in the second row and heat winners in row one. Miller had the pole position and took the scratch over Brian Loesch (Bul), Celorie (Yam) and Robert Horban (Yam of Grants Pass). Both Loesch and Celorie got by Miller when the "tall terror" dropped back with apparent problems.

Loesch opened up a four-second lead, which is a good sized lead for a short track race considering the main event lasts only four minutes. Celorie kept the throttle tapped to hold onto second over Horban and Scott Nelson (C-A), who worked rapidly through the confusion to hold fourth.

Final race was the Open Pro main. Winningham hooked up his rear tire at the start and thumped to the head of the pack. The track was getting really rough; grooves and small whoops made a flat track a tricky track. Winningham motored on effortlessly out front until Glender caught up to him, and the two diced the race away. Glender made more than one attempt and made contact as well but couldn't find a way around. Winningham took the win with Nelson taking second on his Can-Am, Bruce Turnbull third and Glender fourth after a spill.

Results

OPEN PRO: 1. Rich Winningham (Yam); 2. Scott Nelson (C-A); 3. Bruce Turnbull (Yam).
250 PRO: 1. Brian Loesch (Bul); 2. Jeff Celorie (Yam); 3. Robert Horban (Yam).
OPEN A: 1. Rich Winningham (Yam); 2. Mike Huffman (Hon); 3. Chuck Glender (Hon).
250 A: 1. Scott Miller (C-A); 2. Verl Smith (Yam); 3. Bob Mahr (Bul).
200 A: 1. Mike Lester (Suz); 2. Steve McCartney (Yam).
125 A: 1. Charlie Mitchell (Yam); 2. David Woolard (Hon); 3. Dave Barber (Hod).
100 A: 1. Darrell Davis (Kaw); 2. Steve McCartney (Yam); 3. Stacy Bowers (Suz).
MINI EX: 1. Donald Paul (Suz); 2. Darrell Davis (Kaw); 3. David McDowell (Hon).
60 A: 1. Trona Free (Yam); 2. Chris Tyron (Yam).
250 C: 1. Pat McBride.
250 B: 1. Jim Torpey (Bul); 2. Greg Reynard (Yam).
125 B:1. Don Davidson (Suz); 2. David McDowell (Yam); 3. Joe Eaton (Yam).
TROPHY DASHES
OPEN SPTSMN: 1. Rich Winningham.
250 SPTSMN: 1. Mike Moritz.
OPEN PRO: 1. Rich Winningham.
250 PRO: 1. Mike Moritz.
200: 1. Mike Lester.
125: 1. Charlie Mitchell.
100: 1. Steve McCartney.
80: 1. Darrell Davis.
60: 1. Trona Free.

Ryan, Holmes, Heiberger star in Hangtown sportsman show

By Bill Spencer

SACRAMENTO, CA, MAR. 27

It was the real thing, a truly hard test for the motocross set on the Hangtown Classic weekend with less-than-ideal conditions for the Dirt Diggers North to stage the granddaddy of all the outdoor events at Prairie City OHV Park. When it was over, some new stars were on the horizon, including Rick Ryan who took both 125cc Expert motos (just like George Holland did last year) while Jerome Heiberger did likewise in Open Expert. Mike Holmes lucked into the 250cc Expert win in a truly furious fight.

Rick Ryan was the big winner in the 125cc Expert portion, passing Dana Waxham for the first round win and then exiting stage right for a really big win over Pat O'Donnell in the second. The Suzuki R & D machine was just as good as the 15-year-old who will turn Pro on June 6 and follow the second half of the Nationals after school gets out. Following in the same sort of footsteps as George Holland should find a berth for this 11-year veteran.

O'Donnel took a fine second with a 3-2, Brad Harrison in for third with a consistent, mud sliding 6-4 over Jim Olson (5-5) and Steve Richards (4-8). It was trying enough to pull off the track if you didn't get a good start, so those that finished were the real hard-core racers who didn't mind the slop and deep ruts.

Mike Holmes took home the 250cc Expert win in one of the most hotly contested events ever. Riding his new South Bay Suzuki/ND-sparked/Tsubaki-chained RM with the usual help from Jim Ricci and Dirt Works, the ending count was 2-5, but the tale was much more.

In the first round it was Ken McKenzie, Holmes and Steve Gall, the Australian national champ, along with Byron Estes and Larry Coleman doing battle in the early laps. The track had begun to set after a more than brief dry spell, and the faster the laps became, the hotter the shoes appeared. Coleman displaced McKenzie on the fifth lap, and the Husky-mounted rider was gone for a bit until along came unknown Jerome Heiberger, misnomer that it is. Heiberger and the Euro-Cycle/Jan Houstermann-tuned Maico came from 10th to lead laps seven and eight and then have Coleman take it back for the checkered. Jerome lost it entirely and slipped to seventh at the checkered. Holmes kept it close in third before taking second over Brian Joery and McKenzie.

In the second round, it was Scott Tyler taking the holeshot and leading most of the distance with Holmes stuck back in sixth behind Gall, Heiberger, Lance Burgess and Randy Chapman. Heiberger kept up a great pressure routine and eventually took over the lead and ran off with the win. Coleman DNF with a broken gearbox.

Tyler, Burgess and Gall were having a great dice for the second spot with Burgess leading some and then dropping back while Holmes was having his troubles with Brian Jodry. On the last lap, Jodry got by and set the stage for Heiberger to take the overall. Just as he took the checkered with a big wheelstand, Jodry fell, and Holmes inherited fifth and the big win. Heiberger was ever the smiling racer afterward for second with Gall taking third for the Aussies over Jodry, McKenzie, Chapman and Tyler. Just great racing.

Bill McClinton didn't waste much time displacing Jack Coulombe and Larry Bubak for the OT Expert win while Augie Aja was top Junior over Wes Kautzman. Doug Austin got top Novice over D.E. Treanor and Joe Brazil.

After the 250cc Expert round, all Jerome Heiberger could do was to win everything, and he led most of the first Open Expert round after teammate Randy Losh had his two laps passing Allen Berluti and his Petaluma Cycle Center Honda. Ed Marchini led the first two laps of the second round until Jerome reeled him in and took off for the Coors High Country and a big win overall.

Bryan Wargo took home second for KTM with a pair of thirds while Joey Schlag DNF the second round after a second in the first. Marchini was third with a 6-2 count while Berluti had his troubles but did an admirable job for fourth with a 4-9. Fifth went to Bob Schulz (8-6) over John Christian and John Minor.

Once again, a great job was done by all the clubs, with the Dirt Diggers working many hours to just get the spectacle underway with loads of help from the Polka Dots M.C., F-Troop, Sacto Jammers and many others. •

Results

125 NOV DIV I: 1. John Cook (Kaw); 2. Scott Cummings (Yam); 3. Keith Fox (Yam).
125 NOV DIV II: 1. Craig Smith (Hon); 2. Vasco DeMello (Suz); 3. Bob Zamaroni (Yam).
125 JR: 1. Chris Heyman (Hon); 2. Danny Boles (Yam); 3. Todd Job (Hon).
125 EX: 1. Rick Ryan (Suz: 2. Pat O'Donnell (Suz); 3. Brad Harrison (Suz).
250 NOV: 1 Phil Deblar (Hon); 2. Frank Valadao (Hon); 3. Allen Clover (Suz).
250 JR: 1. Rich Mythen (Mai: 2. Jeff Verlin (Suz); 3. Todd Job (Hon).
250 EX: 1. Mike Holmes (Suz); 2. Jerome Heiberger (Mai); 3. Steve Gall (Yam).
VET NOV: 1. Ken Klein (Mai); 2. Gary Wada (Mon); 3. Herm Pulyer (Hon).
VET JR: 1. Gary McPherson (KTM); 2. Earl Rempfer (KTM); 3. Alan Bray (Mai).
VET EX: 1. Steve Ferroni (Yam); 2. Buzz Presser (Hus); 3. Jim O'Neal (Mai).
OT NOV: 1. Doug Austin (Mai); 2. D.E. Treanor (Hus); 3. Joe Brazil (Hon).
OT JR: 1. Augie Aja (Mai); 2. Wes Kautzman (Mai); 3. Jess Gallo (Mai).
OT EX: 1. Bill McClinton (Yam); 2. Jack Coulombe (Hon); 3. Larry Bubak (Yam).
OPEN NOV: 1. Kelly Franklin (Hus); 2. Curt Bird (Yam); 3. Mark Baldry (Yam).
OPEN JR: 1. Kevin Brown (Hon); 2. Lonnie Foster (Mai); 3. Gary Krahmer (Yam).
OPEN EX: 1. Jerome Heiberger (Mai); 2. Bryan Wargo (KTM); 3. Ed Marchini (Mai).

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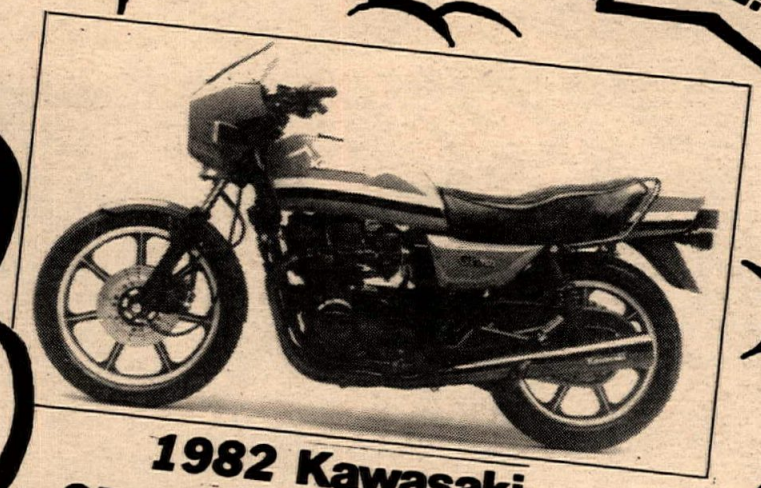

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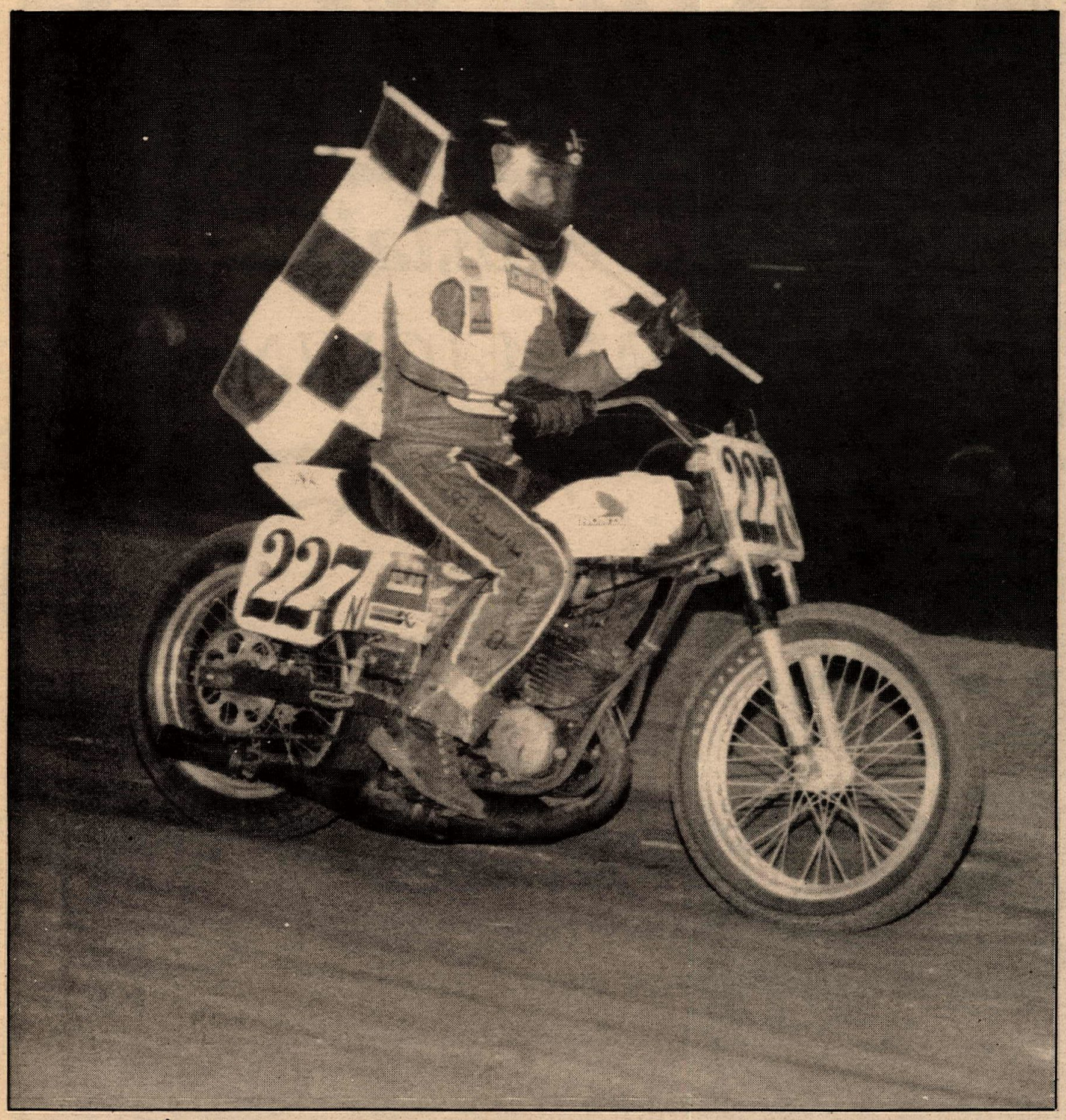

Charlie Orr takes a victory lap after his win in the 250cc Expert main at Ross Downs' short track.

Orr, Houghton post wins at Ross Downs ST

By Bob Bagwell

COLLEYVILLE, TX, APR. 3

Every Saturday night racing at Ross Downs got underway with a bang tonight. Trace Polson got into thick of things by entering three short track classes and one motocross division, winning two of them.

Jimmy Thompson showed up after a long absence and won the 125cc short track main.

Charlie Orr and Ross Duncan put on a show in the 250cc Expert main with Kenny Tolbert hot on their heels.

T.J. Houghton, Andy West and Alan Black kept all the spectators on their feet for the entire 750cc Expert main event with the finish order the same.

Results

SHORT TRACK
50: 1. Clayton Hull; 2. Kyle Stevens; 3. Keith Chatman.
60: 1. Trace Polson; 2. Tim Kay; 3. Greg Teague.
80: 1. Trace Polson; 2. Mike Hale; 3. Mike Weedin.
125: 1. Jimmy Thompson; 2. Shane Jolly; 3. Trace Polson.
250 AM: 1. Todd Haas; 2. Tobby Dotson; 3. Bob Tryon.
OPEN AM: 1. Tobby Dotson; 2. Steve Burcham; 3. Leon Peavey.
250 EX: 1. Charlie Orr; 2. Ross Duncan; 3. Kenny Tolbert.
750 EX: 1. T.J. Houghton; 2. Andy West; 3. Alan Black.
MOTOCROSS
60: 1. Kelley Stephens; 2. Trace Polson; 3. Michael Seery.
80: 1. Rich Ageris; 2. Ronny Camp; 3. Greg Bently.
125: 1. Dan Taylor; 2. David Ruderson; 3. Mark Daniel.
200: 1. Rusty Patillo; 2. Wes Porvell; 3. Dan Taylor.
250: 1. Charlie Galebski; 2. David Anderson; 3. Randy Guinn.

Elmer triples at Sturgis mot-sno-cross

By Brian George

STURGIS, SD, APR. 4

South Dakota kicked off its new 1982 State Motocross Championship Series today with another grand opening at hand, the reopening of one of the Midwest's finest motocross courses, Sturgis Raceway.

Although the track was in superb condition due to the hard efforts of the Rapid City Motorcycle Club, headed by Bob Bailey and Deryk Ward, an incoming storm off the coast of Oregon and Washington moved in and blasted the opening round with nearly two inches of snow between the second and 10th races. Temperatures all morning had held steadily below the freezing point, but the riders elected to go for it out on the course and see how it all would go, and up until the heavy onslaught of snowflakes, the action had been pretty hot. About the only major problem was the fact that nylon motocross gloves offer little to zero protection against the cold, and after 10 hard laps, many of the competitors came off the track totally paralyzed in the hands and fingers.

Despite good ol' Ma Nature's rather uncertain disposition, Minnesota's Todd Elmer made the trek westward and proceeded to blitz the three Pro classes almost as badly as the weather. Elmer led the 125, 250 and Open Pros across the checkered flag in each of the first motos of the three classes, and when the overalls were posted after the first round due to the weather-shortened day, Elmer walked off with a triple victory for half of the usual effort.

Mike Friend was the only rider to keep Elmer from flat destroying the 125 and 250cc divisions and gave the Kawasaki ace his only stiff competition of the afternoon.

One-two-five Pros were the first out of the gate, and after two pile-ups, one in the first turn and the other a couple hundred yards down the track, a restart was called, and Elmer had to relinquish an already steady lead. On the restart, Ben Norfolk grabbed the holeshot with Elmer in tow, while Friend and Kevin Zeal followed. Elmer quickly began to work on Norfolk and slipped into the lead. From there, he pulled away for the first half of the race and went unchallenged despite a late charge from Friend. Friend had motored his Honda behind Norfolk for a number of laps, then after working past the Yamaha late in the moto, found himself with too little time to catch Elmer, although he did close the gap considerably. Norfolk held on for third ahead of Zeal and Tom Peters to round out the top five at the flag.

In 250cc action, life was not so easy for Elmer. Friend took the early lead while Elmer worked past Dave Molder to get into second. From there, it was a cat-and-mouse chase for five laps, as Friend did everything he possibly could to hold Elmer at bay. All of his efforts still fell short, and Elmer made a late charge that put him past Friend with little time left for the Honda to retaliate. Elmer went on to win number two with Friend again second, Molder holding onto third and Joren Boyce leading Bill Matthews across the fouth.

Elmer rounded out his triple victory with the Open Pros. Although second out of the gate, Elmer quickly motored out into the lead, and from there went on to build another commanding lead and take it to the checkers for the win. Kevin Poole took his Suzuki into second ahead of Jay Landstrom, Jay Leal and Mike Shurman.

One of the best races of the day came in the Senior division, as Bill Huntington, Bob Bailey and Bill Stork set up a three-rider battle the first half of the moto that ended with crashes to two of them. Huntington grabbed the early lead with Bailey dropping to second after taking the holeshot, while Bill Stork worked his 490 Yamaha into third and began to pressure the leading duo.

For three laps it was nip and tuck, but Huntington held firm, and Bailey refused to let Stork by. Finally, on a gnarly, slick uphill, Stork tried an inside pass on Bailey, but his Open mount grabbed too much power on too little traction, and Stork slipped instantly to the dirt. This left Bailey all alone to work on Huntington, which he did for two more laps, then slid his Rice Cycle Honda into the lead. Soon after, Huntington went down in his bid to retake first and allowed Bailey to motor off with the easy victory from there, while Fred Sletten, Butch Evink and Jerry Mladder also overtook Huntington before the checkers flew. •

Results

125 PRO: 1. Todd Elmer (Kaw); 2. Mike Friend (Hon); 3. Ben Norfolk (Yam).
250 PRO: 1. Todd Elmer (Kaw); 2. Mike Friend (Hon); 3. Dave Molder (Yam).
500 PRO: 1. Todd Elmer (Kaw); 2. Kevin Poole (Suz); 3. Jay Landstrom (Yam).
SR: 1. Bob Bailey (Hon); 2. Fred Sletten (Yam); 3. Butch Evink (Yam).
ENDURO: 1. Glenn Bick; 2. Greg Gregory; 3. Kevin Jones.
MINI A: 1. David Dicks; 2. Clint Overman; 3. Cary Allen.
MINI B: 1. Brad Wagner (Yam); 2. Eric Eckholm (Yam); 3. Brian Herman (Suz).
125 B: 1. Mike Swendler (Kaw); 2. Virgil Randall (Yam); 3. Kevin Moran (Suz).
125 C: 1. Rob James (Yam); 2. Terry Halverson (Yam); 3. John Dinsmore (Suz).
250 B: 1. Walter Mueller (Suz); 2. Brad Tietz (Hon); 3. Danny Billings (Suz).

RESULTS

AMA Motocross
PIR Delta Park
Portland, OR
Apr. 1, 1982
By Jan Newman

PEE WEE JR	
Kenny Bufton	Yam
PEE WEE EX	
Justin Stanning	Yam
Denny Kishpaugh	Yam
Britt Woodring	Yam
MINI JR	
Mike Williams	Yam
Randal Klettke	Hon
Grant Furrer	Yam
MINI INT	
Dell Smith	Yam
100 JR	
Craig Clark	Yam
Mike Crowell	Yam
125 JR DIV 1	
Kerry Ovall	Hon
John Foeckler	Suz
Ford Tannock	Suz
125 JR DIV 2	
Bret Schucker	Suz
Doug Eichner	Suz
Richie Lee	Yam
125 INT	
Craig Timm	Hon
Mike Klettke	Suz
Bruce Barnes	Hon
125 PRO	
Denny Fennell	Yam
Jim R. Anderson	Yam
Jess Dirks	Suz
250 JR DIV 1	
Terry Lee	Yam
Lazar Kalugin	Kaw
Delane Jordan	Yam
250 JR DIV 2	
Keith Eckelman	Yam
Mark Bell	Hon
Bill Hansel	Kaw
250 INT	
Rick Wylder	Kaw
Kris Ovall	Hon
Dennis Campbell	Yam
250 PRO	
Jeff Cropper	Suz
Kevin Jansen	Kaw
Randy Crisman	Suz
OPEN JR	
Robert DeHaan	Yam
Dennis Sweeten	Yam
James Neff	KTM
OPEN INT	
Gregg Zander	Yam
Alan Hinkley	Yam
Larry Sause	Hon
OTH	
John Foeckler	Suz
Mike Hickman	Yam
OT	
Larry Sause	Hon
Gary Bonds	Kaw
Jerry Hiershe	Kaw
PP	
Tammy Bufton	Yam
Lauri Bufton	Yam
Jill Harteloo	Hon

Motocross
Mabton Dunes
Mabton, WA
March 28, 1982
By The Squisher

PEE WEE	
Tracy Shoemaker	Suz
Jerry Tral	Yam
Dwayne Nunley	Yam
JR CYCLE	
Bill Moya	Yam
Richie Trevino	Yam
David Wilz	Yam
MINI C	
Doug Miller	Kaw
Kevin Gooch	Yam
David Foster	Yam
100 C	
Todd Bruggman	Yam
Matt Wilcox	Yam
Doug Keltner	Yam
125 PRO	
Dennis Ostriem	Yam
Bret Benson	Kaw
Duane Marker	Yam
125 B	
Chad Jeffery	Yam
Tom Carlon	Suz
Pat Jaquish	Hon
125 C HEAT 1	
Jay Jackson	Kaw
Mark Snover	Suz
Joe Castello	Yam
125 C HEAT 2	
Todd Bruggman	Yam
Matt Witherspoon	Yam
Guy Studeman	Yam
250 PRO	
Andy Tudor	Mai
Ward Zuler	Hon
Terry Wise	Yam
250 B	
Gary Larson	Kaw
Jay Bird	Yam
Dan Fitch	Suz
250 C	
Wendell Wickward	Kaw
Randy Stemp	Kaw
Wally Boak	Yam
OPEN B	
Jerry Rank	Mai
Bill Wall	Suz
Greg Williams	Yam
OPEN C	
Craig Scheidner	C-A
Tim DeWeese	Mai
Mike Ferguson	Suz
OT	
Howard Anderson	Yam
Vern Rank	Mai
Fred Bartsch	Hus
OTHG	
Ron Hines	Mai
Lorenzo Trevino	Hon
Bill Prichard	Mai
4-STROKE	
Wiley McFarland	Hon
Jon Teal	Yam
Joe Barty	Hon

Benton County
Short Track Points
as of April 3, 1982
By Suanne Light

OPEN PRO	
Danny Bennett	76
Tommy McCullough	69
John Wincewicz	56
250 PRO	
Brian Loesch	76
Frank Word, III	63
Barry Pelkey	54
Billy Oliver	49
OPEN SPTSM	
Mike Huffman	64
Jim Skinner	32
Mike Moritz	13
Sonny Burres	13
250 SPTSM	
Bob Mahr	97
Mike Huffman	42
Pat McBride	35
Charlie Mitchell	21
Elis Coorman	21
200	
Steve McCartney	20
Ken Bowman	19
Bill Faus	17
125	
Charlie Mitchell	88
David Woolard	65
David McDowell	30
Joe Eaton	30
Clay Light	20
100	
Brian Woolard	28
Darrel Davis	20
Steve McCartney	11
MINI EX	
David McDowell	66
Stacy Bowers	36
Darrel Davis	30

AMA/TCR
Motocross
Oak Hill Ranch
Decatur, TX
Apr. 4, 1982

MICRO MINI	
Gary Stevenson	Kaw
Shawn Huggins	Yam
Travis Motley	Yam
David Fletcher	Yam
Bill Barchardt	Yam
JR MINI	
Shawn Huggins	Yam
Gary Stevenson	Kaw
Jerry Benner	Suz
Allen West	
Roy Schellenberger	Yam
Jimmy Garcia	
Chips Chandler	
Chris Gullaksen	Yam
Travis Motley	Hon
Justin Ott	
SR MINI	
Tiger Foytik	Suz
Brandyn Ready	Kaw
Chris Wallis	Kaw
Allen Whitaker	Yam
Craig Jackson	Suz
Michael Merlo	Suz
Dave Skinner	Hon
Phil Dillon	Hon
Ragina Turlight	
Jammer Carpenter	
STK MINI	
Tiger Foytik	Suz
Chris Wallis	Kaw
Bradyn Ready	Kaw
Michael Merlo	Suz
Craig Jackson	Suz
Chip Chandler	
Jerry Benner	Suz
Loren Templeton	Yam
Lance Baldridge	Yam
Richard Beverly	Yam
100	
Brent Carrizales	Yam
Mike Murray	Yam
Darrin Huggins	Yam
125 STK	
Bryan Abernathy	Kaw
Jason Otto	
Morris Troxell	Kaw
Brent Carrizales	Yam
Bret Wagner	Hon
Mike Davis	Suz
Bobby Carnelison	Yam
Glen Brewer	Kaw
Gary Howard	Yam
Rodney Edgman	Suz
250 STK	
Rob Liesure	Yam
125 NOV	
Bobby Cornelison	Yam
Allen Whitaker	
Larry McClish	
Craig Allen	
Ken Tyler	
Brett Kimmel	
Terry Hoffman	Kaw
Gary Hatfield	
Darrell Bird	Suz
James Ray	Suz
250 NOV	
Shane Beavers	Suz
Jeff Gunter	Suz
Larry Eberhart	
Rocky French	Hon
Jeff Simmons	Hon
Mike Bowen	
Larry Nevil	Mai
James Gist	Hon
Ted Roy	Suz
Robby Camp	Suz
OPEN NOV	
Shane Beavers	Suz
Danny Herrin	Hon
James Gorman	Hon
125 INT	
Bryan Abernathy	Kaw
Morris Troxell	Kaw
Skipper Beaver	Suz
Mike Davis	Suz
Aubrey Wright	Hon
Robert Riner	
Nicky Brantley	Yam
Cam Potter	Yam
Glen Owens	Hon
Bill Castin	Yam
250 INT	
Kyle Lewis	
John Phillips	Hon
Mark Lamb	
Randy Squier	Hon
Mike Schriefer	Hon
Rob Liesure	Yam
Skipper Beaver	Suz
Mike Cone	Hon
Randy Humphries	
Robert Krock	Yam
OPEN INT	
Greg Williams	Yam
Delbert McDonald	Yam
Luther Lowman	
Blake Binion	
Pete Perry	
OVER 30	
Pete Peery	
Dave Adams	Hus
Danny Bamber	
David Allard	Yam
Kevin Reid	
125 EX	
Greg Routs	Yam
Tim Butler	
Carroll Richardson	Yam
Bryan Taylor	
Mike Foytik	Suz
250 EX	
Darren Rhoten	
Tim Butler	
Jack Beckham	Hon
Mike Walcott	Yam
Paul Kindhart	Kaw
Eddy Coker	Suz
Hunter Carouthers	
Keith Kram	Yam
Mike Sparks	
Louis Wooley	Kaw
OPEN EX	
Glenn Goodier	Hon
Darren Rhoten	
Jon Kolbensvik	
David Maclaskey	Hon
Mike Bradshaw	

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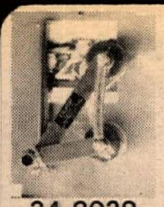
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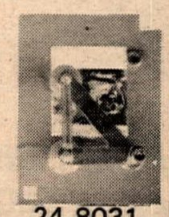
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RM60X	(1)	$499.00
DS80X	(2)	$499.00
TS100X	(4)	$649.00
TS125X	(2)	$699.00
RM125X	(1)	$1199.00
GS250TX	(6)	$999.00
DR500X	(1)	$1499.00
GS650EX	(4)	$1999.00
GS1000GX	(4)	$2999.00

MARINA SUZUKI
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CYCLE NEWS

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LONG BEACH
YAMAHA - KAWASAKI
20% DISCOUNT
On All Parts & Accessories in Stock
April 14 — April 21
Come in & save with this ad
At The Traffic Circle
4200 E. Pacific Coast Hwy.
Long Beach, CA 90804
(213) 597-3317

STARTING APRIL 15 th **PRO PAYBACK**

J.C. Agajanian

ANNOUNCES NIGHT LIGHTED

CMC

TT. SCRAMBLES

TT. SCRAMBLES

5:00 GATES OPEN • 6:30 SIGN-UP CLOSES • 6:00-7:00 PRACTICE • 7:30 FIRST RACE

EVERY THURSDAY NIGHT

"Course will be completely graded!"

CLASSES:
Open Pro—Payback
500 Pro-Payback
250 Pro—Payback

Mini Class (85cc Max.)
125cc Junior & Intermediate
250cc Junior & Intermediate
500cc Junior & Intermediate
Open. Sportsman
Vets (age 30-39) Junior, Inter. & Masters
Old Timers (age 40-?) Junior, Inter. & Masters

Entry fee—$12.00
Adults—5.00
Juniors—3.50
Kids (8-12)—2.00

CMC LICENSE REQUIRED — MAY BE PURCHASED AT TRACK

30% TROPHIES

Owyhee Motorcycle Club presents **TT Weekend AT BOISE, IDAHO**

CMC Boise, Idaho RACEWAY

FRIDAY, APRIL 23
Sportsman TT
Schedule
Gates Open — 12:00 noon
Sign-Up — 2:00-4:00 p.m.
Tech. Insp — 3:30-4:15 p.m.
Practice — 4:30-5:30 p.m.
Race — 5:30 p.m.

Admission $3.00
(Ages 6-12 $1.00)
3-Day Weekend $13.00
No Refunds

SATURDAY, APRIL 24
MOTO-CROSS
Schedule
Beginner/Intermediate
Gates Open — 6:00 a.m.
Sign-Up — 6:00-7:30 a.m.
Practice — 7:30-8:30 a.m.
Race Starts — 8:30 a.m.
Expert
Sign-Up — 10:00-11:30 a.m.
Practice — 11:30-12:30 p.m.
Race Starts — 12:30 p.m.

PROOF OF CLASS
You must have proof of your class from your district

SAND HILL WILL BE RUN

Admission $5.00
(6-12 $1.00 — under 6 Free)
3-Day Weekend $13.00
No Refunds

SUNDAY, APRIL 25
Northwest Regional
TT RACE

$4,000 Purse

A.M.A. Sanctioned

Schedule
Gates Open — 7:30 a.m.
Sign-Up (at TT Track) — 8:00-10:00 a.m.
Practice — 10:00-11:00 a.m.
Time Trials — 11:00-12:00 noon
Race Starts — 1:00 p.m.
Mechanic Pit Fees — $9.00
(Whites Required)

Admission $5.00
(6-12 years $1.00)
No personal checks accepted
no refunds

OVERNIGHT CAMPING (RACERS ONLY). RESTROOMS & FOOD AT TRACK
FOR MORE INFORMATION CALL OR WRITE OWYHEE MOTORCYCLE CLUB
P.O. Box 733, Boise, Idaho 83710 (208) 336-1096 • (208) 375-9446

ROCKY CYCLE CO., INC.
1250 Elko Drive. P.O.B. 1431, Sunnyvale, CA 94086

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

SRA Schedule
APR. 25 SADDLEBACK GP
MAY 16 HILLTOPPERS GP
MAY 30 CARLSBAD GP
(714) 828-1358

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

4/17	M/Sacramento, CA
5/2	M/San Jose, CA
5/8	H-M/Gardena, CA
5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

4/24-25	Pontiac, MI
5/8	Kansas City, MO
7/17	Los Angeles, CA
TBA	San Diego, CA

AMA National Motocross Series

4/18	Lake Whitney, TX/125-250
5/2	St. Petersburg, FL/125-250
5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

AMA Superbike Road Race Series

4/18	Riverside, CA
5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA/Budweiser Grand Prix Endurance Road Race Series

4/17-18	Riverside, CA
5/15-16	Sonoma, CA
7/17-18	Seattle, WA
7/31-8/1	Lexington, OH
8/14-15	Elkhart Lake, WI
10/9-10*	College Station, TX

* Tentative

AMA National Enduro Schedule

Eastern Region

5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

4/25	Sterling, IL
8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

Western Region

5/2	Crescent City, CA
5/9	Alamo, CA
5/16	Redding, CA

AMA One-Day Qualifier Series

4/18	Athens, OH
5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedules

AMA/Dragbike!

4/18	Palmdale, CA
4/24-25	Jackson, TN
5/15-16	Fremont, CA
6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
7/10-11	Rockford, IL
7/17-18	E. Irvine, CA
7/31-8/1	St. Louis, MO
8/TBA	Belle Fousche, SD
9/4-5	Syracuse, NY
9/11-12	Columbus, OH
9/25-26	Commerce, GA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

4/10-11	Gulfport, MS
5/15-16	TBA
6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

4/24-25**	Atlanta, GA
5/1-2	Gainesville, FL
5/29-30	Epping, NH
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18****	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Freemont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

* Pro Stk Only
** Top Fuel Only
*** Fun Bike Only
**** Pro STk & Fun Bike Only

SCORE/Pernod Race Schedule

6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

World Championship Road Race Series

5/2	Austria
5/9	France
5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

5/16	Italy
6/13	Germany
6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series

125cc

4/25	Austria
5/2	Italy
5/9	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

4/18	Switzerland
4/25	Spain
5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

4/25	France
5/2	Holland
5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

4/18	France
5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team White City, England
8/28	Individual LOS ANGELES, CA
12/11	Pairs Liverpool, Australia

Other Major U.S. Events

10/31	The Superbikers Carlsbad, CA

Other Major Events Abroad

6/5-11	Isle of Man TT Isle of Man
7/4	Vila Real TT Portugal
8/21	Ulster GP & TT Ireland
9/5	Trophee des Nations Germany
9/12	Motocross des Nations Switzerland
9/19	Coupe des Nations Italy
9/19	World Long Track Championship Korskro, Denmark
9/20-25	ISDE Povaska Bystrica, Czechoslovakia

National Road Runs

5/28-30	National Championship Field Meet Great Bend, IN
9/4-5	National Championship Poker Run Binghampton, NY
9/11-12	Eastern Championship Timed Road Run Hazlet, NJ
TBA	Western Championship Timed Road Run Open
11/27	Cycle News Barstow to Vegas Poker Run Barstow, CA — Las Vegas, NV

EVERY WEEK

Tuesday

CALIFORNIA

VENTURA SPEEDWAY
Ventura County Fairgrounds, Ventura, CA. 101 Fwy to Ventura, California St. off ramp. Gates open 6 p.m., race 8 p.m. Adults $4.50, Jr. $3, Child $1 AMA/Ventura Raceway. Info call 805/985-5433.

Wednesday

CMC MOTOCROSS
Ascot Park, Gardena, CA 18300 S. Vermont Ave. All classes plus three-wheelers. 130% Pro p.b. 30% trophies for remainder. Gates open 5:30 p.m., prac 6:30, race 7:30. $15 membership fee. one-time only. $12 entry. Watch: adults $5, 13-17 $3.50, 9-12 $2, 8 and under free. Info 213/323-5055, 714/557-3323.

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Showgrounds, San Bernardino, CA. 900 S Arrowhead. 3 Div., 30% of the gate vs. $1225 + troph. Adult adm. $5, child $1.50, Pref. parking $1. Open 6:30 p.m., race 8. $7 per rider, $5 mechanic. American Raceways, Inc. Info 213/446-0960, 446-2241.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Cneter to Sand Cyn. All Classes, 30% troph., 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.), Pro $15, watch $4, under 12 $1. Info 714/552-5511.

CMC ASCOT TT SCRAMBLES
Ascot Park, Gardena, CA. All classes, Pro payback, sportsman trophies. CMC license req., can be purch. at track. Gates open 5 p.m., sign up close 6:30, prac. 6-7, race 7:30. Entry $12, watch $5 adults, $3.50 Jr., $2 kids 8-12. CMC sanctioned.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1¼ mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Sacramento, CA. Hwy. 50 to Brad[illegible] d. to Jackson Hwy. to F[illegible] All classes, Troph., [illegible] p.b. Numbers on helmet [illegible] Gate 5 p.m., prc. 5:30-6:30, race 7. Entry $10, $15 Pros, watch $4, kids $2. Sacramento Raceway. Info 916/363-2653.

STARTS APRIL 30

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Div. 1-3. 1st race 8 p.m. Admission $5. International Speedway, Inc. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 N, N of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex. $15, $5 gate/watch.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of [illegible] side on Hwy. 60, take Th[illegible] off-ramp. All classes inc. ATC, Ody, 30-min. motos. Sign up 7:30 a.m., prac. 8:30, race 9:30. Info 714/653-8068.

CANCELLED

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

ROSS DOWNS NIGHT MOTOCROSS & SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas — take 114 past DFW Airport, left on Hwy. 26 3 mi.; from Ft. Worth — take 820 to Hwy. 26, E 5 mi. 50-Open Am., trophies. 250/500-750cc Pros, 100% p.b. w/$100 min. if 6 or more entries. Gates open 4 p.m., prac. 6, race 8:30. Entry $8, Ex. $15, gate $5, 6-12 $3, under 6 free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

Hannegan Speedway, Bellingham, WA. exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

April 15

CMC TT SCRAMBLES
Ascot Park, Gardena, CA 18300 S. Vermont Ave. All classes 130% Pro p.b. 30% trophies for remainder. Gates open 5:30 p.m., prac 6:30, race 7:30. $15 membership fee. one-time only. $12 entry. Watch: adults $5, 13-17 $3.50, 9-12 $2, 8 and under free. Info 213/323-5055, 714/557-3323.

April 16—18

WORLD MINI GRAND PRIX
Saddleback Park, Orange, CA. Pee Wees, Jr. cycles, Minicycles, motorcycles thru 125cc. Features the Yamaha Race Of Champions. For entry info call 213/868-8112 or write NMA, P.O. Box 46, Norwalk, CA 90650.

April 16

MOTORCYCLE SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. Inter-Shows Indoor Motorcycle Swapmeet. Open 6-10 p.m. Bks/Prts/Acc.. 10x10 sp. $15, 10x15 & prime sp. $25. Inter-Shows, P.O. Box 2910 Mission Viejo, CA 92690. 24 hr. info. 714/498-9226.

April 17 & 18

TEXAS ROAD RACE
Texas World Speedway, College Station, TX. Approx. 8 mi. S of College Station on Hwy. 6. Endurance race Sat. 0-500cc and 501-Open classes. Sprints Sun. all classes. Gate 7 a.m., prac. 9, race noon. Entry $50 Endur., $20 Sprint, $10 add. Sprint. Central Road Racing Club. Info 713/447-6337 (Ronnie), 817/497-2158 (Diane).

DRAGBIKE! NATIONAL CHAMPIONSHIP SERIES
Antelope Valley Dragway, Palmdale, CA. Motorcycle drag races. O/night camping avail., Pro qualifying 9 a.m.-4 p.m. Sat., 9 a.m.-6 p.m. Two day spec. $15, Sun. $8. Info 714/292-4444.

April 17

WILLIAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd St., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pros $10, watch $3, pit pass $4. Willamette Valley Cycle Club. Info 503/753-0566, 472-7523.

SUPER SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. Santa Ana or 55 Fwy to Chapman Ave., E to Santiago Cyn. All classes, $4000 in Am. prizes. Gate opens 7 a.m., 1st race 9. Entry $15 Am., $17 Pro. Info 714/495-4771, 855-1337.

AMA WINSTON PRO SERIES SACRAMENTO MILE
CAI Expo Fairgrounds, Sacramento, CA. 5th annual 25-mile National. Race at 8 p.m., gates open 5. $28,000 purse. Pit gate 3-5 p.m. Adult admission, $10 GA, $15 res., $17.50 Box seats, Turf Club $25. From Howe Ave. Box Office, 925 Howe Ave., Sacto, CA. Info 213/321-5323 or 916/920-1121.

April 18

RACE SHORT TRACK & TT
Canyon Raceway, Phoenix, AZ. 8-½ mi. W. of I-17 on Carefree Hwy. 3-Wh. Nov. & Am. Troph. Dash & Sweepstakes. Concessions, Memb. not req. Gates open 9:30 a.m., prac. 10:30, race noon. RACE of Arizona. Info call 602/843-1124 or 993-9236.

LAS VEGAS "400"
Hacienda Hotel, Las Vegas, NV. Get race directions with entry for course protection. PRo classes: 125/250/Open/0-300/0-38/(new) 3-wheeler. Sptmn: 125/250/Open & Ironman. Four 100 mi. loops, easy pit fig. 8 course. 50% p.b. for Pros. Entry $300 per team + ins. Sptmn. $120. Info call 702/457-0343.

CMC MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes Inc. ATV & Ody. Gates open 6 a.m., sign in 7-8:15, race 9. Entry $14, Ex. $15 + 5, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

CRC HOBO 100 ENDURO
Lucerne Valley, CA. I-15 to Bear Valley Cutoff, rt (E) to Hwy. 18 to Lucerne and follow signs. All classes, 20% troph., fin. pins, Minis, C-16s, Women B go 1 loop, Women A & C riders 2, others 3 loops. Sign up Sat. 1 p.m., Sun. 7 a.m. 1st number 8 a.m. Mail entry $17, post $20, non-memb. + $4. Calif. AMA card holders entering Golden State Champ. accept. at memb. fee. Golden State Championship Enduro. California Racing Club, 7601 Arlington Ave., Riverside, CA 92503. Info 714/689-6114.

CRC COORS GRAND PRIX
Saddleback Park, Orange, CA. Santa Ana or 55 Fwy. to Chapman Ave. E. E to Santiago Cyn. All classes 20% troph., fin. pins, cash to Pros. Race 45 min. CRC pts. Entries open. Mail entry $16, post $20. California Racing Club, 24518 Island Ave., Carson, CA 90745. Info 213/830-7519.

CRC DG $5000 MOTOCROSS
Saddleback Park, Orange, CA. $2100 Pro purse, p.b. by moto & o'all, $3000 in awards to sptmn. All classes w/5 entries. Mail entry $12, Pro $25. Post entry $15, Pro $35. California Racing Club, 24518 Island Ave., Carson, CA 90745. Info CRC 213/830-7519.

KANSAS HARE SCRAMBLES
Wichita Jeeps Motorcycle Club, I-135 exit 19, 101st N & Broadway. All classes, 40% troph., Ex. cash + KMSA pts. Sign up 10 a.m., prac. 10-11:30, 3-whlr race 12, bikes start 1 p.m. Gate fee $3.50, entry $6. Wichita Jeeps Motorcycle Club. Info 316/744-2838.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

Budweiser KING OF BEERS
YAMAHA — SOUTHERN CALIFORNIA YAMAHA DEALERS ASSOCIATION
Budweiser LIGHT
Present:
DUNESTOWN
MOTOCROSS & GRAN PRIX SERIES
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RACE SERIES OVER $25,000 IN CASH AND PRIZES!!!!!
$1000.00 PRO PURSE PLUS CONTINGENCIES FOR THE PROS AND SPORTSMAN!
SERIES DATES.....
APRIL 25...EDWARDS AFB MX
MAY 2.....ARROYO MX
MAY 9....SADDLEBACK MX
MAY 16....DUNESTOWN GP
GP ENTRIES
Sportsman.. Pros.....Mail $20.00 , Post $25.00
MX ENTRIES
SPORTSMAN ..... Mail $12.00, Post $15.00
PROS ..... Mail $20.00, Post $25.00
MAIL ENTRIES TO:
CRC 24518 island ave.
Carson CA. 90745
MAIL ENTRY CLOSES MAY 9 1982
FOR INFORMATION CALL CRC HEADQUARTERS
(213) 830-7519
YAMAHA

Coors AMERICA'S FINE LIGHT BEER
Presents the CRC DG $5000 MX
125 - 250 - OPEN $2100 PRO PURSE PAYBACK BY MOTO & OVERALL
SPORTSMEN RECEIVE $3000 DG PRODUCT AWARDS
ALL 100 - 125 - 250 - OPEN—CRC VETS
BEG-NOV-INT (5 REQUIRED TO MAKE A CLASS)
APRIL 18, 1982 SADDLEBACK PARK
SAME DAY — APRIL 18
COORS GRAN PRIX
SADDLEBACK
8 a.m. ATV's
9 a.m. Mini's
10 a.m. Pros & Experts
11 a.m. +30, +40 Vets
12 noon 250 Beg, Nov, Am
1 p.m. Open Beg, Nov, Am, 4-Strokes
2 p.m. 100-200 Beg, Nov, Am
3 p.m. Team Race
FOR MORE INFO CALL CRC HEADQUARTERS (213) 830-7519

DeAnza Cycle Park Presents
HOTDOG GRAND PRIX
April 25
Finisher Plaques
20% Trophies
100% Pro Pay Back
SIGN UP 7:30
PRACTICE 8:30
RACE 9:30
45 Minute Race On A 7 Mile Loop
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Pro 9:30
Mini & Jr, Women & 100's 10:30
125's 11:30
250's 12:30
Open 1:30
Vets 2:30
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R.A.C.E.
SCHEDULE

THURS	APR. 15	ODYS, 3 WHLRS	Corona
FRI	APR. 16	MOTOCROSS	Corona
FRI	APR. 23	MOTOCROSS	Corona
SUN	APR. 25	FT ¼, ½, TT	Corona
THURS	APR. 29	MOTOCROSS	O.C.I.R
FRI	APR. 30	MOTOCROSS	Corona
THURS	MAY 6	ODYS, 3 WHLRS	Corona
THURS	MAY 6	MOTOCROSS	O.C.I.R

e competition sweeps.

He won both motos on his Jon Rosentiel-ned works bike. And gave notice that if anyone ants the 250cc title this year, they'll have to fight Broc over for it.

Meanwhile, finishing second overall was Rick hnson, the current points leader. And finishing third was Scott Burnworth. A clean sweep for Yamaha.

What made it even more impressive, Mr. Johnson and Mr. Burnworth were on production YZ's. Just like the ones you can buy.

The next stop in the series is in Lake Whitney, Texas.

Will Glover take this one, too?

Will he become the first person ever to win all three motocross titles?

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D-37 PEPSI CHALLENGE HARE SCRAMBLES
Red Mountain. Trona Rd., Teagle Wash area. Take Hwy. 395 to Searles to Trona Rd. All classes, 10% troph. + Fin. pins. Entry $14. Mail entry to: Badgers M.C. & Pepsi Cola, P.O. Box 3064, Granada Hills, CA 91344. 40 mi. loop. Info 213/368-1025 (Bob Morris), 894-1452 (Tom Edwards), 805/944-4865 (Dick Postma).

MANZANITA "FACTORY RIDER" GRAN PRIX
Manzanita Indian Reservation, Live Oak Springs, CA. All classes, part of six G.P. series-o-all winners get full set JT riding gear. Sign up 3:30-5 p.m. Sat. (No exceptions), 6:30 Sun. 1st race 7:15 a.m. Sun. No memb. req., D-38 cards get D-38 pts., proof of '82 class req. Course open pre-run OK. Entry $12, Pros $20 w/50% p.b. Info 714/427-5759.

SANDPOINT MOTOCROSS
Sandpoint, ID. 5 mi. N of Sandpoint. All classes, 30% troph., 100% p.b. for Pros. Natural terrain track, camping nearby. Watch $2.50, under 6, over 60 free. Gate 8 a.m., prac. 9, race 10:30. Info 208/263-4587 (Ernie Schoffel). Call before spring races in case of snow.

HOLLISTER (was Madera) CENTRAL VALLEY SERIES MX
Hollister OHV, Hollister CA. All classes + 3-Whlr. Sign up 7 a.m. Entry $10, Pros $15. PDT Enterprises. Info 66 E Excelsior, suite 111, Fresno, CA 93710. 209/439-3322.

D-36 JANESVILLE MOTOCROSS
Janesville, CA. Between Reno, NV & Redding, CA. Limed from U.S. 395. All classes, 100% Pro p.b. Nevada State Championship Motocross Series opener. Sign up 6 a.m., prac. 8. Entry $15, Pros + $5, watch $3. TPMX. Info 916/253-2626 (Doc Blevins).

NEW MEXICO MOTOCROSS
Las Cruces, NM. 1/2 mi. S of Mesilla Dam, Las Cruces. All classes, trop. thru 3rd, $300 Ex. purse. Gate 8 a.m., prac. 9:30, race 11. Entry $10, Ex. $12. Flyin Ryan's Racing Enterprises. Info 505/526-2006.

D-36 MARYSVILLE MOTOCROSS
"E" St. Bridge Track, take Hwy. 70 to N. Bea Le Rd. (at S City Limit) go over levee on Shad Rd. All D-36 classes super trophies. D-36 rules, card, #s req. Gate 6:30 a.m., sign up 7, race 9. Entry $15, Pros + $5, watch $4, kids $2, children free. Info 916/695-2727 (Charlie Sexton).

OREGON ROAD RACE
Portland, OR. I-5 N to Delta Park exit. All classes, trop. to Prod & Cafe, 75% p.b. to GP. Mufflers req., $5 charge for post entry. Gate 7 a.m. prac. noon. Entry $20 1st class, $15 add. class. Oregon Motorcycle Road Racing Assoc. Info 503/289-6016 (ken Neill).

ROAD RACE
Portland Internation Raceway, Portland, OR. I-5 N to Delta Park West exit. All classes, most race licenses acept., troph. to Prod. & Cafe, 75% p.b. to GP. Gates open 7 a.m., prac, 10, race noon. Entry $20, add. ent. $15, late ent. $5 extra. Oregon Motorcycle Road Racing Assoc. Info 503/289-6016.

ROUGH SCRAMBLES
Laguna Seca Rcwy., Hwy. 68 between Monterey & Salinas. Monterey County Park. All slasses + Minis. Gates open 8 a.m., prac. 9, race noon. Semi-Pro entry $ 15-11 p.m., others $10. $2 gate fee. Monterey Bay Rams. Info 408/394-8225.

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

D-36 V-R RACING SHASTA DAM GP
Start at Shasta Dam base. Entries lim., 100-ounce silver bar for overall winner. 2-ounce sil. bar for all first pl., finisher pins. D-36 Champ. pts.-4 race series. AMA rules, D-36 card req., spk. arr. req., no pit riding, conc., camp., no insur., no pre-ride, dead engine st. 500 rid. lim. Entries close 4/5, pre-ent. $20, post $30. Checks to V-R RAcing, 915 Overhill Dr., Redding, CA 96001. All classes + OT, Vet, Woman. Sign up 4/17 1-6 p.m. race 4/18 @ 10 a.m.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes + Women if enough. Parts in the Pits, concessions. No rider med. insur./pit riding/dogs. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5 park fee, watch $4. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All clases, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes inc. 4-stroke. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $12 Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd., Lodi, CA. All D-36 classes. New race track. Gate 8 a.m., sign up 9-11, prac. 10-11, race noon. Watch $3, 1st bike $8, 2nd bike $6, Semi-Pro $11. Lodi M.C./AMA D-36. Info 209/368-7182 or 931-3722.

OLD TIMERS MX
Indian Dunes, Valencia, CA. Master, Ex., Am., Nov. classes w/30% troph. mem. open, 40+ yrs. to join. Gates open 7 a.m., prac. 8, race 9. Old Timers MX Assoc. Info 714/968-8775 (Dick Frampton), 496-8779 (Denn·s).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $9, Pros %13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

April 23

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

IDAHO SPORTSMAN TT
Boise Raceway, Boise, ID. All classes, 33% troph., 90% Pro p.b. Part of 3 day 3 race weekend. Limited o/n camping. Gate noon, sign up 2-4 p.m., tech. ins. 3:30-4:15, race 5:30. Entry $7 + $5 insur., $10 + $5 post, $15 + $5 Ex., $20 + $5 post - p.b. does not inc. insur. Watch $3. Owyhee Motorcycle Club, P.O. Box 733, Boise, ID 83701. Info 208/375-9446, 336-1096.

AMA FLAT TRACK
Ascot Park, Gardena, CA. 18300 S. Vermont. Half-mi. Ex., Jr., Nov. $1,600 purse. Gates open 5 p.m., prac. 6, qual. 7, race 8. $9 riders, $9 mech., watch $6 adults, 13-17 yrs. $4, 9-12 yrs $2, under 9 free.

April 24—25

VOTE TWO-DAY OBSERVED TRIAL
Drinkwater Flats, San Francisquito Cyn., Saugus, CA. All Classes, 20% troph., finisher pins, helmets and sprk. arr. req., ATA & D-37 points. Free camping. Recommended for the physically fit. Cal. State Champ. Round Two. Sign-up 8 a.m., riders meet. 8:30, 1st rdr. out 9. Entry: Champ. $20, $25 post, ATA?D-37 $20, $25 post, combined $30, $35 post, 1-day $15. Non-ATA/PITS mem. +$2. Entry closes Apr. 16. Send 2 SASE to: VOTE, 15129 Cordary Ave., Lawndale, CA 90260. Valley Observed Trials enthusiasts. For Info 213/679-0545. I-5 to Valencia, E to Bouquet Cyn., leftto Seco N. abotu 10 mi. to Drinkwater Flats turn-off, 7 mi. dirt road to sign-up. Follow Montesa arrows.

ANTIQUE CYCLE SHOW & SWAP MEET
The Courthouse Square, Hanford, CA. Cocours judging. Classes: Classic, Antique, Modern Classic, Dirt Comp. & Road Comp. Reg. 4/24 8-10 a.m., Judging 10 a.m.-1 p.m., Sun. ride 4/25 10 a.m.-3 p.m., Swap meet both days 8 a.m.-4 p.m. $20 Display or Swap meet. Watch free. Info 408/659-4958 (Frank Conley).

April 24

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchana St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. Gates open 4 p.m., prac. 5, race 7. All classes, 75% Pro p.b. Entry $10 per bike, Pro $13. Spectator $4, 6-11, $1. Hotline Promotions. 415/489-6625 (Ken Birchfield).

IDAHO TT WEEKEND MOTOCROSS
Boise Raceway, Boise, ID. All classes, must have proof of class from Dist., silencers req. 33% troph., 90% Ex. p.b. or $1000 whichever is most. Part of 3 day, 3 race weekend. Gate 6 a.m., prac. 7:30-8:30, race 8:30 for Sptsmn., Prac. 11:30-12:30 p.m., race for Ex. Watch $5. O/n camping, restrooms, food at track. Owyhee Motorcycle Club, P.O. Box 733, Boise, ID 83701. Info 208/375-9446, 336-1096.

ROAD RACE RIDER CLINIC
Sand Point Naval Fac., Seattle, WA. In hangar 30 @ 2 p.m. For Beg. & prospective racers. Bike prep., rules, equip., track safety. $5 memb., $10 non-memb. Washington Motorcycle Road Racing Assoc. Info 206/363-3597.

April 25

NORTHWEST REGIONAL TT, BOISE, ID
Boise Raceway, Boise, ID. AMA sanc., AMA Pro, Nov., Jr., Ex. classes. $4000 purse. Gate 7:30 a.m., sign up at track 8-10, prac. 10-11, time trials 11-12 noon, race 1 p.m. Mechanics pit fee $9, Admis. $5. Owyhee Motorcycle Club, P.O. Box 733, Boise, ID 83701. Info 208/375-9446, 336-1096.

MOUNTAIN HIGH-CENTRAL VALLEY SERIES
North Fork, Hwy. 41 N from Fresno to North Fork turnoff. Turn rt. 14½ mi. to Rd. 221, turn lt. & follow signs. All classes + 3-Whlr. CMC sanct., Sweepstakes race. Gate at noon Sat. Free O/N camping. $5 gate fee, $3 ages 4-8. Gate close 11 p.m., reopen 6:30 a.m. Sun. Prac. 8:30, race 9:30. Entry $12, $15 Pros. (100% Pro p.b.) CMC-S&D Racing. Info 209/298-4205, 299-5066 (Dave Ross).

IVMC D-38 TEAM RACE
Plaster City, CA. Arrowed off Old Hwy. 80 All Dez classes, open course, 18 mi. loop, race for 3 hours. Riders meeting 8:30 a.m., Race 9. Entry $12 per rider, no memb. req. Sign up 6:30 Sun. silencers req. Imperial Valley Motorcycle Club, Info 714/352-1314 (Joe), 352-3649 (Don), 352-0206 (Gary).

D-31 MOTOCROSS
Canyon Raceway, Carefree, AZ. Take Carefree Hwy. 8½ mi. W of I-17. All classes, 33% tropy. (5 places), 100% Ex. p.b. Arizona State Championship. Gate 6:30 a.m., prac. 8. Entry $10, $14 Pro, $4 watch. AMA sanc., Championship no AMA sanc. Canton Raceway. Info 602/583-0575 (Tom Timmons).

TEXAS SERIES MOTOCROSS
Swan Motocross, Tyler, TX. Exit 69 S from I-20, 2 mi. to CR471, rt. 2 mi. & turn lt. All classes, troph. 1-8, $3000

Pro purse, 1-8, per moto only. Split program, a.m. starts 7 p.m. approx. 1:30. Sat. BBQ, free beer, live C&W band. Entry: $12 Am., $15 post, $30 Ex., $35 post, 0-30 $15, $6 gate. Info 214/882-4215.

SRA SADDLEBACK GRAND PRIX
Saddleback Park, Orange, CA. 55 Fwy. to Chapman Ave. E. All classes, 20% troph., finisher pins. Gates open 7 a.m., 201-Open prac. & race in a.m., 0-200cc run in p.m. Entry $12, $15 post. SRA license req. (&6 a yr.) Info 714/828-1358.

D-37 HARE & HOUND
Soggy Dry Lake, Lucerne Valley, CA. Limed from Y cafe. All D-37 classes. Troph., Beg. go 1 loop. Entry $15. Info 714/621-5682 (Tom Clark).

LAS VEGAS 4-HOUR ENDURANCE RACE
Las Vegas Speedrome, Las Vegas, NV. Track opens 8 a.m. Race at noon. Sat. open prac. & new riders school. Watch $3, for entry info call 702/384-2353 (Slim).

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

D-27 SEMI-PRO ROAD RACE
Seattle International Rcwy, E of Auburn, WA on Hwy 18. All classes, trop. to 3rd, D-27 pts., AMA memb. req. Gates open/sign up 7 a.m., new rider prac. 9, race 11. Gate $5, und. 10 free, entry $30 money class, $25 troph. class, $20 add. ent., $10 3rd class. Cluade Hammond Enterprises. Info 206/282-8516.

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

D-36 SEMI-PRO MOTOCROSS
Redding, CA. E of Redding Mun. Airport. I-5 to Redding, E to Hwy. 44, rt on Airport rd., left on Rancho, rt Old Oregon Tr. to track. All classes + Vets & OT. Pros $600 + 100% p.b. purse. D-36 card and silencer req. D-36 #s req. Gate open 6:30 a.m., sign up 7, prac. 7:30, race 9. Sptsmn. entry $15, Ex $20, watch $4. Moto One, Inc. Info 916/221-3118 or 243-4500.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th,turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

Road Runs

April 18

ROAD RALLY
Bear Creek Park, Keller, TX. Pins, Troph., cont. Pre-req. Re-Cycleables, 330 W Mustang, Crowley, TX 76036. $4 per person. Closes Apr. 10, post $4.50. Reg. open 9 a.m., 1st bike out 10 a.m., last 11:30. The Re-Cycleables Motorcycle Club, info call 817/284-9811 (Leroy Law).

April 25

ROAD RUN LAKE HUGES/BOUQUET CANYON
Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. Any brand of bike welcome. 225 mi. round trip. From cent. Orange Co., stops at Mulholland Castaic Lk., Lake Hughes, Bouquet & Tujunga Cyn. No entry fee, depart 9:30-9:45 a.m. Info 714/893-5091 days (Jim).

May 1 & 2

ROAD RUN
Santa Barbara, CA. Start at Beach end of Santa Barbara in the Palm Parking lot. Finisher pins. Camp. gear req. Sign-up at 7 a.m., leave 8. $25 entry, $15 passenger. 200 mi. each day. Includes BBQ Sat. p.m., breakfast Sun. a.m. Mail entry to S.B. Riders, P.O. Box 872, Santa Barbara, CA 93102. Info 805/966-7420 or 965-4626 (Phil Sedillos).

May 15-16

CALIFORNIA 1000 ROAD TOUR
Sign up starts Mar. 14 @ 7 p.m. @ Hutchins Motor Sports Harley-Davidson and Yamaha, 55405 29 Palms Hwy., Yucca Valley, CA 92284. Start @ same place Mar. 15 @ 12:01 a.m. Trophies for checkpoint, long distance, largest club, oldest bike finishing. 10th Anniversary, Min. time 42 hrs., Max time 48 hrs. Entry $10, $12 aft. 11:59 p.m. 5/14. Call Dick Hutchins 714/365-6311 Super finish pins.

May 16

RIDE FOR LIFE
Caldwell Memorial Park, Kimball St. & Grant, Caldwell, ID. All proceeds to multiple sclerosis in name of Eldon Gross. 275-mi. ride, beautiful scenery, free coffee @ mid-point, free cake & ice cream during auction. Win a new GL500 Interstate. Weiner roast 7 p.m. Sat.; free breakfast @ Honda of Caldwell, 3115 E. Cleveland from 6-8 a.m. Sun., auction 4 p.m. Min. donation $5/person. Info 208/459-0019, 888-3801.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

MIKE BAST SPEEDWAY SCHOOLS
Learn To Transfer!!!

Students receive
25% off Vera's Leathers
25% off Simpson Accessories
15% off all Jawa parts & Accessories
At Billy Cody's

For more info call: (714) 780-8261

April 24-25
Ken Maely's Speedway Track
May 15-16
Auburn Speedway
100% Video Replay
Learn from 7 time National Champion
Take advantage of Ken Maely's complete line of Speedway Accessories. Example Pirelli Tires.

Fun begins when you let the clutch lever out.

THE DINOSAURS ARE COMING...
TO ASCOT
MAY 23, 1982
DIRT DIGGERS MOTORCYCLE CLUB

CRC RACE SCHEDULE
Apr. 18 — MOTOCROSS
DG-$5000— Saddleback
Apr. 18 — MOTOCROSS
Indian Dunes
Apr. 25 — MOTOCROSS
Saddleback
Apr. 25 — MOTOCROSS
DUNESTOWN SERIES
Edwards Air Force Base
May 2 — MOTOCROSS
DUNESTOWN SERIES — Arroyo
May 2 — MOTOCROSS
Indian Dunes
New! 4 Stroke Class at all CRC MX & GP Events
CRC Membership Required
(213) 830-7519

JOIN California's FUN
Road Racing Association
Write or Call for More Info.
American Road Racing Association
220 WEST CARRILLO STREET, #3
SANTA BARBARA, CALIF. 93101
(805) 966-5700

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
Next Race May 2nd
San Bernardino
Phone: (714) 689-6114

Perris Raceway
Night Schedule
SRA - ATC & ODYSSEY GRAND PRIX
April 17, 1982 & May 1, 1982
PVKC — Speedway Race Kart on the ¼ MILE OVAL
April 10, 1982 & April 24, 1982
April 25, 1982 OPEN KART & SPEEDWAY PRACTICE ON THE ¼ MILE 10:00-4:00
East on 91 Riverside Fwy., South on 15E to Hwy. 74 East. Off at Ellis St. Then follow the signs.
GATES OPEN AT 3:00 P.M.
More Information (714) 927-2395 After 6 P.M.

Garland Suzuki
Largest Parts Inventory in Dallas/Fort Worth Metroplex
Overnight delivery via bus available in most parts of Texas, Oklahoma, & Louisiana
300 Lavon — Hwy 78N
Garland, Texas75040 214-494-3374

AMA DISTRICT 38 "WHERE THE DESERT RACER RATES!"
IVMC HARE SCRAMBLES
at Westmoreland
SUN. APRIL 25
INFO: (714) 427-5759 Anytime!
DETAILS IN THE CALENDER SECTION

Speedway
April 16
Costa Mesa

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Apr. 25 May 7-9
INDIAN DUNES
Apr. 18 May 2-16
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA (213) 881-5778

April 16
Indoor Motorcycle Swap Meet
Orange County Fairgrounds
24 Hour Info (714) 498-9226

MILLER HIGH LIFE
SUPERBOWL OF MOTOCROSS
L.A. COLISEUM
SATURDAY, JULY 17
Stadium Motorsports Corporation
P.O.Box 1523, Laguna Beach, CA 92651
Questions? (714) 494-9484

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

AFM
1982 Race Schedule
Apr *24/25-Willow Springs
May *1/2 — Sears Point
May *22/23-Willow Springs
*Rider School
4996 Argyle Dr. (714)
Buena Park, CA 90620 523-3892

WANT ADS

Help Wanted

Distributor Sales People
Write business for us & you may set your own prices. Never be undersold! Work for percentage of profit. High profits high commissins, low profits low commissions, but no lost sales due to price! Most major brands, all areas West of Mississippi and North of Tennessee open. (305) 421-4450 for details. (211?14E)

Professional Salesman
Leading Southern California Honda dealer seeks professional motorcycle salesman with well rounded off/on road experience. Excellent pay plan, benefits and opportunity for the right person. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda CA. (213) 345-7616. (206/TFN)

Golden Opportunity to sell the #1
LONG BEACH HONDA, one of the largest full service dealerships in the U.S., has an opening for an experienced, proven professional motorcycle salesman. Super pay plan, full company benefits. Contact Carl Diamond, (213) 423-1433. (214/15)

Kawasaki Mechanic Wanted
STEWART's, 6601 S. State, Salt Lake, Utah 84107. (801) 262-6277. (114)

Harley-Kawasaki Mechanic
Must have 5 yrs. experience, work on both lines, will pay top money for qualified person. San Joaquin Valley, Visalia, CA. Ask for Jim or Barne. (209) 733-1084. (214/17E)

Mechanics Wanted
3 years experience required, with own tools. Call Wes, COLE BROS. SUZUKI, (213) 980-3715. (208/TFN)

Motorcycle or Off-Road Race Promoter Needed
Some investment may be required. For information call (714) 689-6114, (201/TFN)

Experienced 2 Stroke Engine Builder Needed!
Needed for porting & blueprinting. Must have minimum of 4 to 6 years experience, flow bench knowledge helpful, excellent earning potential. South Florida. Call Mike, (813) 685-4535. (214/TFN)

RIDE FOR A LIVING
Motorcycle messenger company is looking for select individuals. Must have neat appearance and reliable machine. ROYAL MESSENGER (213) 781-3921. (214/15)

Kawasaki Mechanic
Mechanic's experienced only apply in person. CYCLES UNLIMITED, 1031 21st, Bakersfield, Calif. 93301. Attn. Tom McCollum. (805) 327-2031. (313/14)

No Smog....
Elite So. Calif. Yamaha dealer seeking experienced parts/accessory person. Salary relative to experience. Will help with relocation. (805) 964-1580. (213/16)

Service Manager Wanted
2 years experience required. Good benefits, good pay. BELLFLOWER YAMAHA, 10401 Alondra, Bellflower, CA 90706. (213) 925-5097. (213/TFN)

Motorcycle Mechanic
Looking for Suzuki and Kawasaki mechanic in shop experience. Call collect (907) 262-4772. ROGERS CYCLE SHOP, Box 2049, Soldotna, Alaska 99669.

Service Writer Wanted
Must be personable with a strong mechanical background. Ask for Warren (213) 787-0110. (513/14)

Parts Person
Experienced person needed for large Honda dealership in Bakersfield. Salary plus commission, paid vacation, insurance. Outstanding opportunity for the right person. Call Jim at HONDA CENTER, 2531 Chester Ave., Bakersfield, CA. (805) 324-9695. (213/14)

$25,000 + per yr. possible
Honda mechanic. Dealership experience a must. Medical, dental plans available. Paid vacation & holidays. Call or write Wayne, Service Manager, BARBER HONDA, 3650 East Main, Ventura, CA 93003. (805) 642-0276. (213/14)

Honda and Yamaha Mechanic
Must have five years experience. Will work on both lines of bikes. 50/50 comm. paid, school training. Contact Ivan, Serv. Manager, BILL BOREN HONDA YAMAHA, 7605 Ox. Blv., Oxnard, Calif. 93030. (805) 483-2381. (210/14)

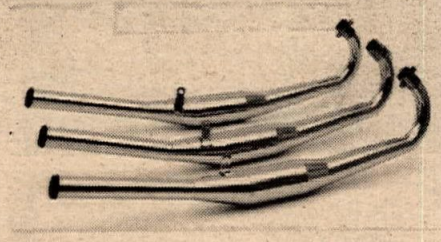
Service Manager/Mechanic
So. Calif. Yamaha dealer is seeking qualified person to manage service dept. & perform some mechanical repairs. Must be experienced in all phases of Yamaha service. Desirable local, immediate opening. Call (805) 964-1580. (212/15)

Business Opportunities

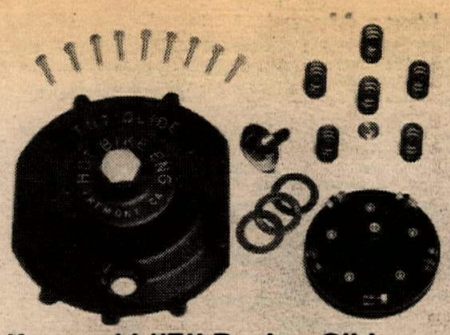
AMERICAN MOTORCYCLE SCHOOLS
Start an exciting career as a: MOTORCYCLE MECHANIC. THE CALIFORNIA SCHOOL OF THE PROFESSIONALS. Residence or Home study. If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...CALL TOLL FREE 1-(800) 423-4678.... Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (202/TFN)

Design & Prototype Construction
Product development, clay modeling, metal fabrication, race or exotic vehicle buildup. PACIFIC DYNAMICS, 3740 Transport St., Suite P, Ventura, CA 93003. (805) 644-6490. (313/15)

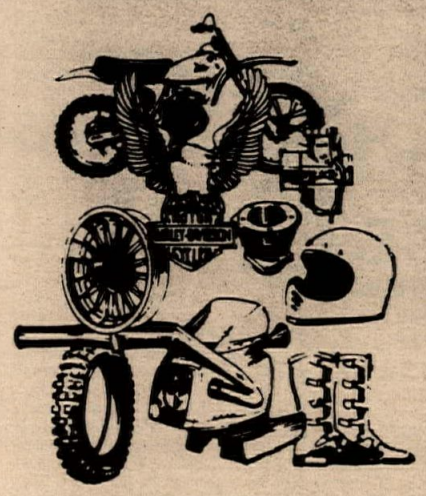
Design, Performance Accessory
Internationally known, good future, terms. (714) 434-6081. (212/15E)



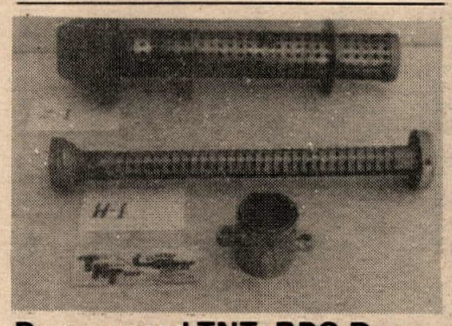
Kawasaki Triple TNT Chambers
All years, all models. See your dealer or call direct. HOT BIKE ENGINEERING, 4432-E Enterprise, Fremont, CA 94538. (415) 656-8275 or (415) 657-3864. (114)



Kawasaki "Z" Racing Glide Clutch
HOT BIKE ENGINEERING is now exclusively manufacturing the TNT GLide (Dencoglide). It simply bolts into place with no modification required. The chief advantage of the Glide is the fact that clutch slippage is eliminated & high RPM start are possible without excessive wheelspin. Rider consistency and ET's are greatly improved. It is especially useful for turbo-charged bikes & bikes with over 140 HP. Ask your dealer or call direct. P.N. 16-9 $219.95. (Kawasaki Z1/KZ900/KZ1000). HOT BIKE ENGINEERING, (415) 657-3864 or (415) 656-8275. (114)



Indoor Motorcycle Swap Meet OVER 300 SPACES AVAILABLE ORANGE COUNTY'S LARGEST
Friday night, April 16, 6-10 p.m. 24-hour info call: (714) 498-9226. INTERSHOWS, Orange County Fairgrounds, Costa Mesa. (2/14)



Do you need TNT, RPO Denco Exhaust Replacement Parts!!??
Call HOT BIKE ENGINEERING, 4432E Enterprise, Fremont, CA 94538. (415) 656-8275 or (415) 657-3864. (114)

Must sell '81 GS450 Suzuki
Excellent condition, only 850 miles, $1600 FIRM. (714) 946-4745 or (714) 982-4540. (114)

Dunlop! Dunlop! Dunlop! Available Now!
Racing tires for 125-250cc GP bikes and middleweight superbikes. 16" and 18" KR-108s in all compounds. Plus we have hard to find KR-83s and KR-91s. 500/750cc GP and superbike tires available soon. Phone orders received by 12 noon shipped same day! Call Peter at D.E. MACHINA, LTD., (212) 499-4416, 441 11th St., Brooklyn, NY 11215. (214/TFNE)

(RACERS T-SHIRTS #4) S, M, L, XL, $7.50 includes postage. Free catalog. T-SHIRT COUNTRY, Box 826, Hewitt, N.J. 97421. (115-16)

Lost Dog — California City
Camp C, Saturday April 10, silky terrier. Balck & tan, male, 15 lbs. REWARD for info leading to recovery. (213) 222-6500 days, (213) 768-0994 eves. (314/15)

1981 Moto Guzzi V5III
20 original miles, Krauser bags, make offer. (213) 287-1139 days. (114)

'81 YZ 465 Yamaha
Low hours, extras, never raced. (714) 585-4742 or 866-7625. (314/17)

82 Maico 250
Very clean, in perfect condition. Must sell, $1795.00. Call Jim (916) 635-2525 Rancho Cordova, Cal. (314/16)

1980 Honda XR500 motor
Pipe, carb and megacycle cam with ignition like new. (405) 789-6828 or (405) 722-7733. (114/16E)

$360 weekly mailing circulars
No quotas/bosses. Sincerely interested send reply envelope: DIVISION HEADQUARTERS, Box 464-SN8, Woodstock, Illinois 60098. (315/17)

Production Development Technician
Experience in prototyping, application fit-ups, layouts, t.i.g. welding, light machining. Applicant must be motivated & have a strong commitment to productivity. Top wages, with excellent benefit package, including employer paid medical, dental, and life insurance. INTER-AM MANUFACTURING, (714) 557-7941. (215)

H4 Halogen Bulbs
55/60 watt, $7.25; 55/60 watt heavy duty, $9.90; 55/100 watt, #13.50; 80/100 watt, $15. Shipping extra. FAST FORWARD, P.O. Box 451, Lake Bluff, IL 60044. (312) 234-7974. (114E)

HONDA MT125 WATER COOLED: Lectron, H/disc, little use, excellent condition. $1,750 or consider simialr condition 50/80cc racer plus cash. (703) 790-8462. (114E)

Ultimate 1980 H-D XR750
Race ready, excellent condition, $5,800 firm. Champion frame KX250 Kawasaki, fast, race ready, $1,500. Call Barry, (713) 427-0348. (114E)

MBA Road Racers
Latest Gran Prix specifications, Morbidelli Benelli Armi racers. 125 & 250 machines available now. Contact Brian Zeky, exclusive U.S. & Canada agent. (518) 851-2113. (314/16E)

1977 Ducati 500 GTL
Excellent condition, 5000 miles, many cafe accessories and stock parts. $1650.00. (303) 333-1108. (114/15)

TT Yamaha 500
All new. Panther freame, S&W, Barnes, cams, CDI, Axtell, $4500.00 invested, sell $3500.00. (303) 443-2014.

Honda MT125R Roadracer
Rarely used, fresh engine. PZ2s, R3 porting, $750. (408) 264-1911. (114/15)

'81 490 Maico with Fox Shoxs
Otherwise it's stock,a nd clean. $1,295 OBO. Includes stand. (714) 492-5660. (1140

1974 Norton 850 Commando
Excellent original condition, 16m, $1800.00 OBO. (714) 989-6774. (1140

Super clean '79 Maico 400
Metzelers, re-built Fox air shoxs, first over, new paint, extras and spares, must see to appreciate. $800.00. (213) 709-8511. (114)

HONDA, 1978 XR-75, mint, lighting system, xtras, 350.00. (714) 837-4474. (114)

'81 YZ 250H $1500 OBO
Totally perfect condition. (714) 957-9390 days, (714) 545-9179 eves. (314)

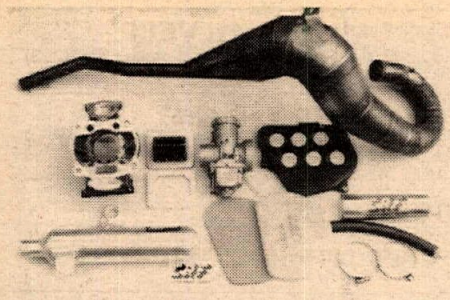
Racer/contractor needs work
to support racing. All phases of construction, licensed, references. Dave (714) 996-0295. (113)

New 1982 RM 125 Z motor
Guaranteed new! Half the cost to race 2 classes. Complete with carb, electronics, and levers. Spare motor could save the weekend. Kart? 3 wheeler? Only $775. (913) 827-4268 (H) (913) 823-7105 (B) Salina, KS (308/TFN)

EPM Racing Wheels Special Offer!
Save on aluminum wheel kit for YAMAHA RD, SUZUKI, KAWASAKI & HONDA Superbikes. For a limited time we are offering SUBSTANTIAL savings on brand new, race proven EPM aluminum wheels in competition widths. Now there's an even better reason to enhance your superbike's handling and appearance with EPM wheels! If you're serious about your machine's handling and looks, call us now during this speical offer; you'll be pleasantly surprised! Call Peter at D.E. MACHINA, LTD., (212) 499-4416. (214/17E)

Moto Guzzi LeMans
1977, 850cc, 9800 miles, very good condition, $2,800. (608) 755-1223 Bob. (608) 755-3361 Wayne. (114E)

1980 Yamaha YZ 125
Must sell, Metzelers, Factory porting, new top & bottom end, new gold rims. Excellent bike, $650 OBO. (213) 534-0795. (114)



CRF RM 125X, 2 engine kit
New high H.P. bolt on kit. Dyno flow tested to be the best. (A) ROCKET PIPE: Eliminates low end bog and will rev forever. REcommended by MXA. (B) 8 PETAL REED KIT: Adds 2 H.P. by increasing flow 28%, $75. (C) 38mm prejetted Mikuni or Lectron. (D) Boyesen reeds $26. (E) Power tunnel boost bottle, $36.95. (F) High flow vented louvers, $9.95. (G) Uni dual filters, $13. (H) Dyno-flowed ported cylinder & head mod., $130.00. Answer Silencer, $46. Terry Kits, shock mods, also available. 5% discount on compelte kit. CRF, Box 2084, Goleta, CA 93118. (805) 683-1426. (214/15E)

1979 Suzuki GS1000
Great condition, 55 MPG, Samsonite bags, Shoei fairing, B/O over $1500. (714) 991-1066 or (714) 893-6632. (314)

Racers....
Don't miss that race! Last minute repairs & machine work done while you wait. Open late Saturday, 15 years experience. I do machine work for 15 shops in the L.A. area, and am now open to the public. Cylinder boring, thread repair, broken bolts removed, etc. CYCLE SPECIALTIES, 11151 Washington Place, West L.A. 90230. (213) 202-8444. (314)

'81 Yamaha YZ 250
with extra parts, $1200. (213) 633-8958. (114)

★★Portable Air Tanks★★
Complete line from $29 to $49. High quality all steel construction, 175 lb. safety valve, dial gauge, 4 ft. hose with ball chuck. Buy 2, save $10.00. Do it yourself kits, miniature regulators available. Guaranteed. Visa, Mastercard, C.O.D. (213) 498-1486. (214E)

1981 HUSKY 430 great shape, $1800. CB200 1975, $450. (714) 726-0608. (114/17)

Speedway Sellout
Two Maely speedway motorcycles. Perfect condition, many extras. Brian Bishop (707) 443-4684 or (805) 736-9371. (114/17)

★★1982 YZ250J★★
Excellent condition, must sell quick, $1600.00 O.B.O. Call Richard (714) 274-2068. (114/15)

★★ 1979 SUZUKI RM50N Mini, new condition, $320. (714) 495-4932. (114)

1982 Yamaha 250 TT
Brand new showroom condition, fast, $1195.00 or best. Call (916) 726-7236 or (213) 439-0326. Helmets and jersey available. (114)

Backrest Energy Pack
Beat peanut tank capacity on your street bike with an auxiliary fuel tank of proven safety incorporating the aluminum meshing insert known as Explosafe. $99.95 without sissy bar. $149.95 with sissy bar. Allow 3-4 weeks for delivery. BACKREST ENERGY PACK, INC., 3711 Meadowdale Blvd., Richmond, VA 23234. (804) 271-1523 or (804) 358-4311. (114)

Moto Morini
Largest parts and accessories inventory in the west. Hi Performance kits for all models. (916) 722-8348. (114/17)

KTM 420 and Kawasaki Trials
1979 KTM with MX and desert tanks, extra sprockets, 1975 Kawasaki Trials, original condition, 250cc, make offer. (714) 793-5950. (114)

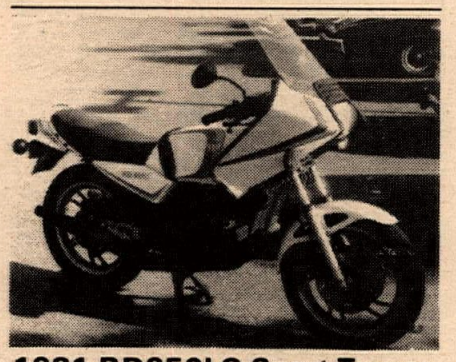
1976 SUZUKI RM250, excellent condition, stored 5 yrs., $575. HODAKA 100, $60. 1972 HONDA 550, needs work, $400 O.BO.O. (213) 644-9924. (114)

430 Husky & 850 Norton
Both in ex. cond., lo miles. Days (213) 481-3075, eves. (213) 962-2770. (414)

Pro Trac Trailer 12 ft.
Like new with extras, $1,250.00. Ph. (213) 833-3420. Call after 5:00. (414)

Richter Silencers
The very best from HALLMAN RACING, (714) 442-0431. (214/17)

Montec O ring chain
World's finest, from HALLMAN RACING, (714) 442-0431. (214/17)



1981 RD350LC Sport Tourer
Collector's item. Quicksilver fairing, radar, Fiamm horns, new Continentals, very clean and fast, $3000.00. Serious inquiries only. (714) 643-1662 leave message or call after 6:00 p.m. (314)

1981 6X10 Enclosed Trailer
Very sturdy, 3 14" tires, swaybars, 8' heavyduty axle, $1200 OBO. (213) 658-5420. (314/15)

82 Husky 250CR, 82 Honda CR250
Both have very low time. Like new condition. Husky $1695.00. Honda $1495.00. (714) 583-3098. (314)

Ducati 250 Monza
Restored, display condition, $950. Moving, must sell. (714) 642-1256 ask for Fred. (114)

Bike transport to East Coast
Leaving L.A. April 24th for NYC with empty van/-trailer. Room for 3 bikes & 1 car. All or part way, share expenses. Capt. Bozek, between 8 a.m.-5 p.m. (714) 269-3230. (114)

I can't find a 1972 H-2 Kawasaki
750 front mag, desperate. Write 1619 120th St., Tacoma, WA 98444. (206) 531-6918. (114/15E)

78 RM 250 C-2 $625.00. '76 HONDA TL 250 Trails, $475.00. 78 YZ 125 engine in box, $385.00. 3 bike trailer, $150.00. (714) 524-3519 or (714) 631-0465. (114)

1980 YAMAHA TT500, White Bros. pipe, banana swingarm, S&W shocks, Terry kit, $1300.00. (213) 287-8541. (114)

1978 Husqvarna 390 CR
Excellent condition, enduro ready, street license, $850.00. (714) 539-6000. (114)

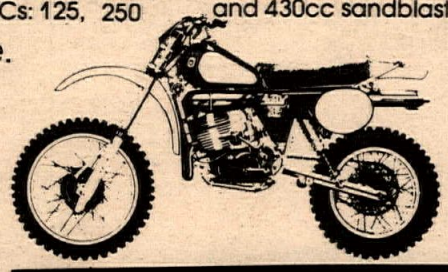
Attn: Bike Dealers
Will trade my Dodge furniture truck, with lift gate for your dirt motorcycles. (714) 585-4742 or 866-7625. (313)

Attention Collectors
1964 Norton 650cc Atlas for sale. All original equipment, good running condition. Ideal for restoration, $800. Tom Kozak, 630 South Tower, Colorado Springs, Colorado 80905. (303) 633-1397. (314/15)

1982 YZ 490 $1825
3 races, injury forces sale. YZ 400E with street license, $850. Both in excellent condition. (714) 277-5869. (314)

Honda Turbo T-Shirts
100% heavy duty pre-shrink cotton, new exclusive design. $7.75 + shipping & COD. KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (214/17)

$100.00 Worth Of Accessories
FREE
With Purchase Of Any New Motorcycle.
MAICO Enduro Models In Stock Now.
KTM's Priced For Immediate Delivery
Baja tested — Baja bested! 1981's Baja 1000 overall winner is ready to be your 1982 cross country scrambler.
The Husqvarna XCs: 125, 250 and 430cc sandblasters.
Grab one.



KTM
MAICO
(805) 324-6266
Husqvarna
Kern Sport Cycle
307 19th St., Bakersfield, CA 93301

Leapin' Tankslappers!
The Cat's on the gas again...
Introducing the new MX Cat T-shirt. Available NOW. Please turn to our Cycle News product order blank in the Dealer Director section.

HONDA-KAWASAKI WEST
New 1980 XR250A $948.00
Similar Savings on All New Motorcycles
See Our Huge Selection of A.T.C. & Odyssey's in Our Giant New Off Road Department
Honda-Kawasaki West
2401 Lincoln Blvd., Santa Monica, CA 90405 (213) 392-9593

#1
JONES GOGGLES
DISTRIBUTOR
Hallman Racing
1300 Hill St. El Cajon, CA (714)442-0431
440 Belden Ave. Addison, IL (312) 543-5247

Canoga Park Husqvarna
Complete line of genuine Husky Parts, Accessories & Riding Apparrel
7045 Canoga Ave.
Canoga Park, CA 91306
(213) 884-0413
New Hours — Tues. - Sat. 9-6
Give Us A Try!

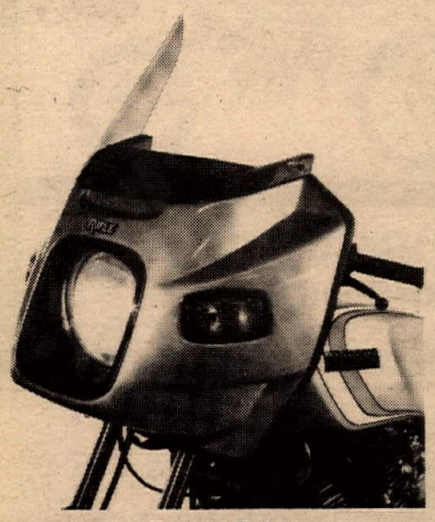
MS
malcolm smith
MOTORCYCLES
YAMAHA MAICO
HUSQVARNA KTM
We're known for our service with a smile!
7563 INDIANA
RIVERSIDE, CA. 92507
(714)-687-1300

JONES GOGGLES
1930 Central Avenue
Boulder, Colorado 80301
(303) 447-8727

1981 Star 465 or 490 Frame
Complete with glass and mounting hardware. Mint condition. $695. (716) 798-3084. (313/14E)

Flat Trackers For Sale
750 Trackmaster Triumph, Barnes wheels, Honda brakes, Messler engine, $1000. 1978 250 Bultaco Astro, '79 Houston qualifier, $800. Both bikes in excellent condition. The first one sold will get all the gearing plus wheels, tires, parts, etc., etc. (503) 469-2201 ask for Sam or Abe eves. (113/140

Champion 750 Yamaha
Ceriani, Barnes, S&W's, extra gearing, $1200.00 or trade for ? (714) 925-0533 days, (714) 658-7891 eves. (113/16)



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Lightweight, windcheating, ABS design. Headlight cover, flush turnsignals, interior storage. Fits all new bikes. $186.00. RIFLE, 767 Francis Ave., San Luis Obispo, CA 93401. (805) 544-0414. (213/38)

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For Sale 1980 YZ 80
Very fast, lots of extra parts & accessories. $650 or trade for Triumph. (213) 538-3831 days, leave message, or (213) 374-2773 after 4. (313/14)

1975 XR 750 Harley
Stock, fresh with extras, $4800. (713) 427-2062 ask for Dub or Tommy. (313/14E)

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in excellent condition, new Works Performance magna crossers, new seat, heavy duty rear wheel, ported, fresh top end, Metzeler on front. Must sell, $600.00 OBO. (714) 776-7811. (313/14)

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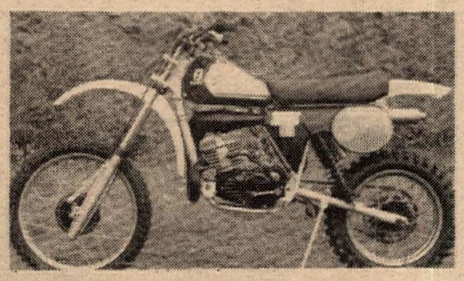
Excellent condition, well maintained, must see and ride. (714) 493-7967. (113/14)



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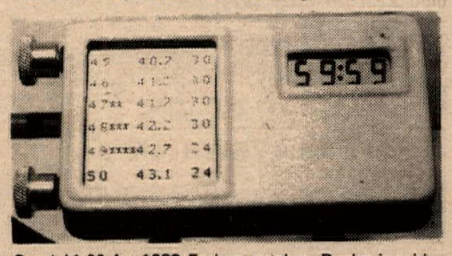

Send $1.00 for 1982 Enduro catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (104/TFN)

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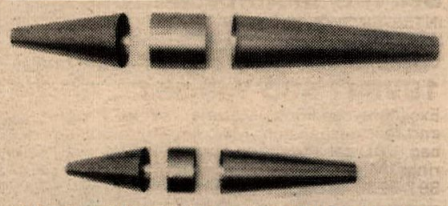
Ohlins piggyback shocks, Wheelsmith front end, fresh motor, Sun rim with H/D spokes, very clean, $800. (714) 827-6446 or 827-3633. (113/140



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750S or 850 Monza. Must be mint condition with low miles. Will pay cash or trade guns. I am looking for a good deal. No crazy prices please. Call 215/678-1941 days or 215/944-9900 evenings, Jim. (313/15E)

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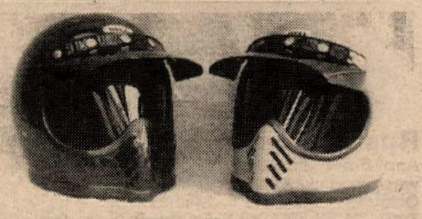

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'81 250 MX6B, $1299. '81 400 MX6B, 1 only, $1399. Both with Ohlins & aluminum swingarm. '81 250 Qualifier, $1249. '80 400 MX6, $1099. Brand new motorcycles, limited to stock on hand. NOW AVAILABLE: '82 500 Sonic's and '82 250 Qualifiers. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (214/TFN)

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Excellent condition. Metzeler, White Bros. front and rear suspension, Malcolm Smith leather tool bag, VDO speedometer, Magura straightpull, new rings. Must sell NOW. Cash only. $600 firm. (714) 891-5286. (114)

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1981 RM 125X, $775. (805) 252-0730 ask for Jay. (314)

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Immaculate, 19,000 miles, Krauser's, $3995 firm. (213) 398-4695. (314)

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April 5-6, Indian Dunes, April 8-9, Canyon Raceway, Phoenix, AZ. NEW DATES: May 8-9, Barona Oaks, May 31-June 4, Mitchell, NE, June 7-11, Tulsa, OK, June 7-11, Great Bend, KS, June 14-18, Rio Bravo, Houston, TX, June 21-25, Chppola, Greensburg, LA, June 21-25, Oklahoma City, July 19-23, Springfield, MO, Aug. 2-6, Fernlee, NV, Aug. 9-13, Dixon, CA, Aug. 16-20, Washougal, WA, Aug. 23-27, McLeary, WA, Aug. 30-Sept. 3, Saddleback, Aug. 30-Sept. 3, Indian Dunes. Call (714) 980-3212 or (805) 526-8787. (212/TFN)

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1982 RM125, 2 hrs., $1,450. 1982 RM250, raced 3 times, $1,800. 1981 RM125 EC, $950. 1980 CR250R with many extras, EC, $1,100. Will deal on all bikes. Call anytime, ask for Gerald, Jr. (209) 334-0220. (114)

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1972 CZ400 with 1975 Reed valve engine, 10" Maico front end, 10" rear travel, modified frame, spare engine and more. $450.00. (714) 247-6269. (114)

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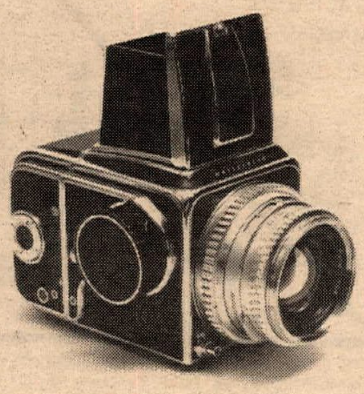

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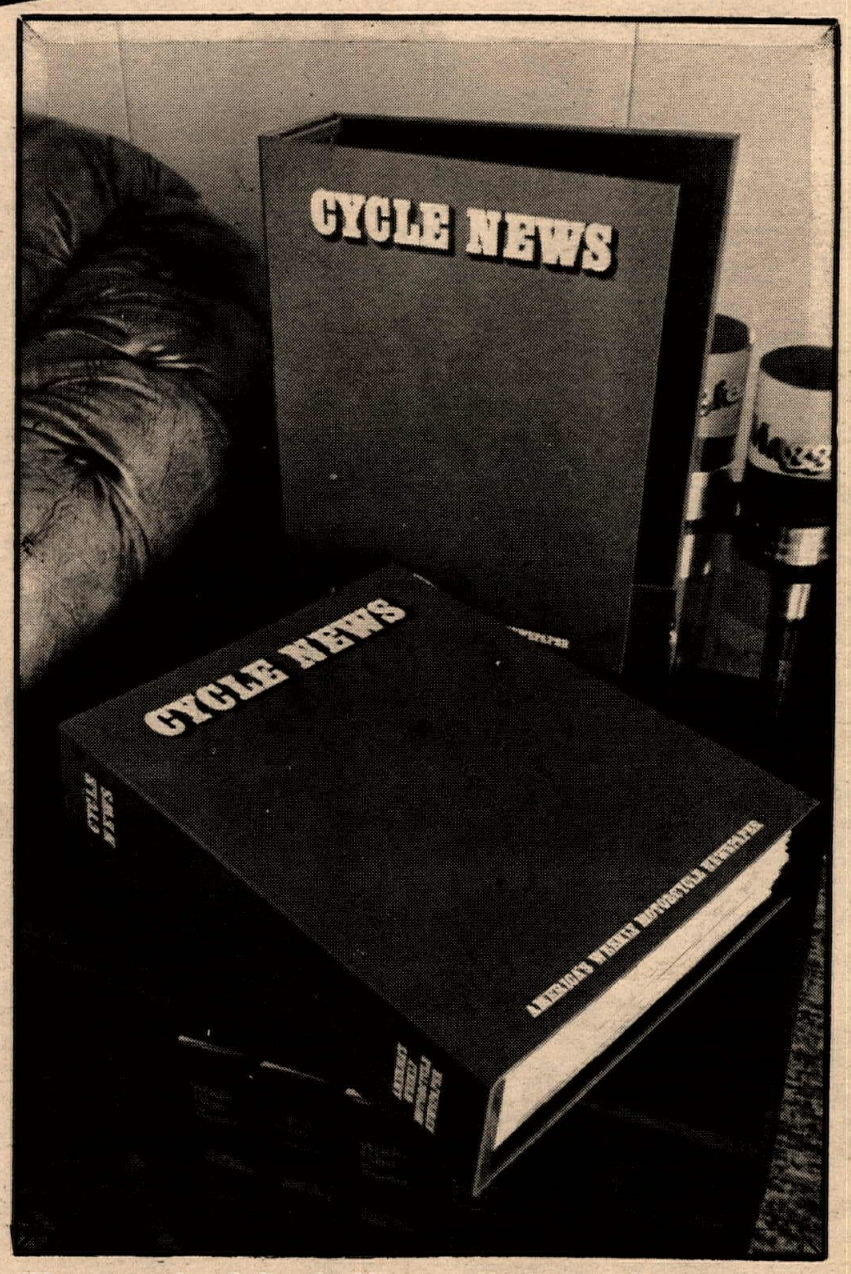

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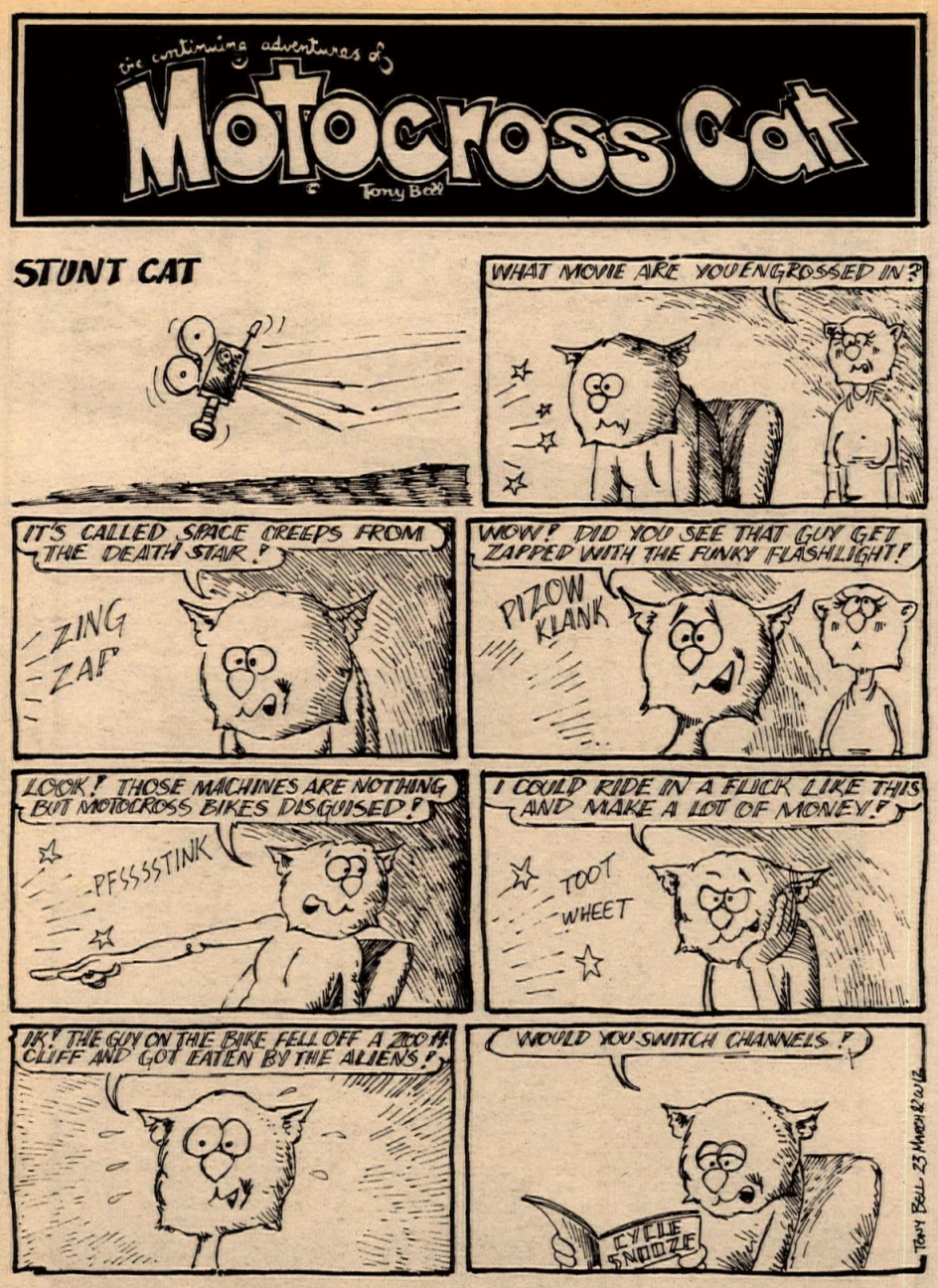

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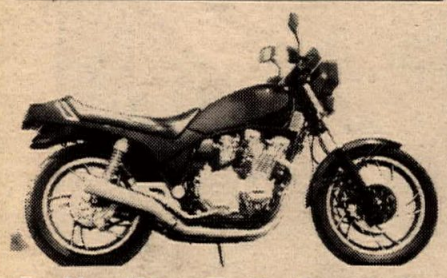
1981 new paint, fresh motor, very fast, $1800 or best offer. Boss framed 500 Honda, Bill's pipe, Hurst brakes, very clean, race ready, $1900. 1980 Husky 390 OR, low hours, looks brand new, $1500. Will consider trades. (916) 244-6086. (113/14)



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Meet influential people in high places. Have I got an opportunity for you! Buy my ultra-bitchen Yamaha 750 Seca & I can assure you popularity with the C.H.P.'s, you will get a chance to meet all the right people, (like Judges). Now this trick unit comes with K&N super bike bars, custom machined rear brake hub, rear grab rail, Derale steel braided line oil cooler, new Dunlop Elites (not yet mounted), Yamaha soft luggage plus many more extras. All for $3200. Call (213) 433-4645, ask for Dr. Leon. (513/TFN)

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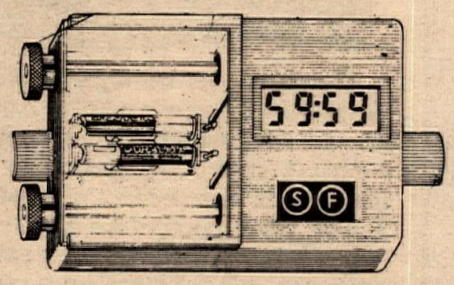
1975 Rickman Kawasaki
Cafe Race, 900cc, 30,142 miles, 2 seats & 2 tanks, excellent condition. $3,200 or best offer. (213) 438-4085 5 p.m. to 9 p.m. (113/14)



THE COMBO $119.95, clock only $109.95. Shipping included. Send $4 for complete AA Enduro Products catalog. COUNTDOWN, 22102 Covello, Canoga Park, CA 91303. (213) 348-8381. (201/TFNE)

1980 KTM 420 MC
Good condition, rebuilt engine, stored past eight months, many extras, $1100.00 O.B.O. (213) 670-8075. (113/14)

Maico 450 KSI Thumper
78 Maico, xlnt. cond, $550.00. KSI Thumper, Simons, Works Perf. motor has everything possible, $1750.00.Have very little time. (714) 276-7990. (113/14)

1980 Moto Guzzi Le Mans
38mm Delorto pumper carbs, flowed heads, trick exhaust system, S&W shocks, new Metzelers, 4000 miles, $4995. (213) 477-0997 or 372-3883 after 6. (213/TFN)

★★1981 Yamaha YZ-125-H★★ $850
Reworked shock and forks, motor stock on 1st bore, excellent cond. (714) 639-8195 or 997-3045. (313/14)

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'81 YZ 250H like new
Nine months old, xlnt. condition, extras, $1200.00. (714) 895-3865 after 5:00 p.m. (113/14)

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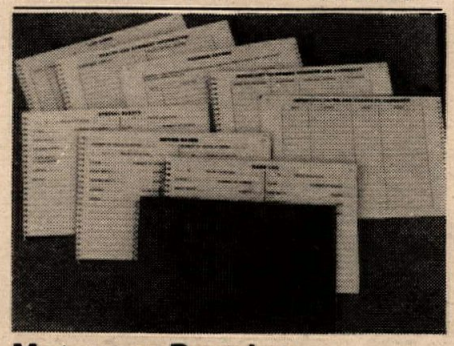

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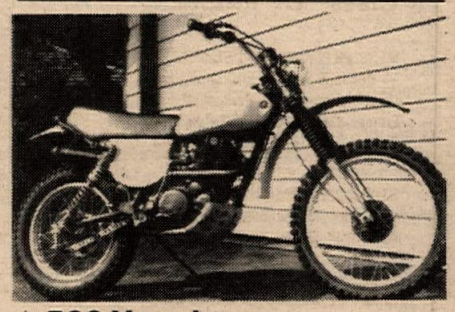

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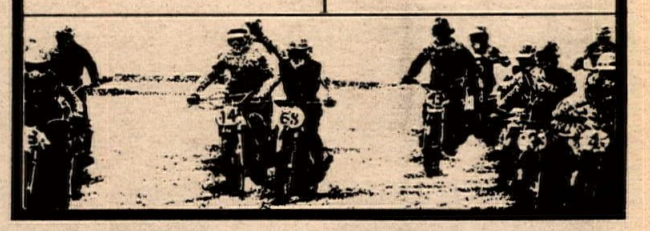

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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Donnie Hansen leaps high into the air above the San Fernando Valley. An interview with him begins on p. 16. Photo by Karel Kramer.

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VOICES

Penguin praise

I would like to publicly commend the Cal Poly Penguins on their 32nd annual High Mountain enduro. It is nice to know that there are some events around that truly test one's ability to ride a motorcycle. Thank you for making it interesting and challenging to ride a motorcycle again. I can hardly wait for next year.

PETER POSTEL
Checkers M.C.
Westlake Village, CA

Raves to Rovers

I would like to thank the Rovers M.C. for putting on an excellent Boner Run! Being a member of the Viewfinders, I was thankful that the course was a fun one rather than a rough one, so that riders and their bikes would still be together for our GP the following weekend. Your course was well marked and a good ride! Thanks again Rovers.

MARK ZELA
#9C, Viewfinders M.C.
Bishop, CA

P.S. Great finishing pins!

A positive image

As someone involved professionally in the public relations field, I was very much impressed with the polished and confident way Rob Hassay presented himself on TV recently while being interviewed by sportscaster Ted Dawson on KABC-TV Channel 7 in Los Angeles.

Rob's story of perseverence and determination in overcoming his personal and financial obstacles en route to his racing dreams showed him to be an outstanding young man who is a definite credit to the motorcycle racing world. I'm sure that, like me, anyone who listened to Rob's comments and observed the gentlemanly way in which he handled himself on TV felt fortunate to have this young man represent motorcyclists everywhere.

Being a motorcyclist of sorts myself, I frankly get tired of the often-times negative stereotype which some of the public has for "bikers." That's why I say "thumbs up" to you, Rob Hassay, for being the super spokesman for all racers that you were on Ted Dawson's show. From what I heard and viewed, anyone who could invest the money which he says he needs to be sponsored this season would get his investment back 10 times over. He looks like a winner.

JOHN SMALL
Orange, CA

Astrodome amateur correction

Your April 7, 1982 edition contained errors in reporting the Over 30 class at the Astrodome (amateur supercross, on page 18). It was myself, Kenny Butler (Yam), who got the holeshot and led for a lap and a half, not John Couvillion.

The finish was as your reported except third place finisher Phil Hess was riding a Suzuki. If you print a correction, please note my sponsor is D & B Yamaha, and it is partly for them that I wrote you.

KENNY BUTLER
Oklahoma City, OK

Classy Jackrabbits

I'm no longer a member of the Jackrabbits M.C. because other commitments take too much of my time to allow me to be a good active member. But I do keep in touch with several club members.

I just heard about something they did which reaffirms my conviction that guys who "do it in the dirt" also have a lot of heart.

It seems that the day after their recent hare and hound race, several club members were cleaning up the course when they came across several riders who were trying to find a motorcycle which was lost during the race.

The riders were brothers and were trying to find the bike belonging to their father, who is 50 plus years of age and who was trying his second or third desert race. It seems that when father came over the ridge and started down the killer downhill to the finish line, the throttle stuck open and pop bailed out, leaving the bike headed down the hill on its own, destined for the bowels of hell!

Later in the day, the riders drove up to the club's encampment with the lost scooter in the back of their truck. Upon inspection, the throttle worked just fine; smooth as could be.

The boys explained that dad was gonna hang up the helmet. He had tried several races and never finished. This ride, by crashing and losing his bike within sight of the finish line, was the closest he had ever come to a finish. The boys asked if they could *buy* a finisher pin for their dad. God, he had tried so hard and come so close! They'd do anything or pay anything to get him the pin. The club members couldn't promise anything but said they'd bring it up at the next meeting.

What did the club do? No less than an engraved trophy for "Downhill Johnson."

Horray for the desert, the Rabbits M.C., old timers and their kids!

HARRY DUBIN
Lakewood, CA

Regehr/Chapparrals story OK

I am writing in response to the letter written by Mike Adams concerning the reporting of the Chapparrals National Enduro. Mr. Adams apparent purpose for writing his letter was to clarify the issue of "Check O," which was reported as being 50 feet inside the allowable one-tenth of a mile.

Mr. Adams reports that *Cycle News* reporter Ed Regehr "apparently" got his information by measuring the section with his own motorcycle. This, Mr. Adams, is *absolutely false!* Mr. Regehr received his information first hand from the protesting rider. The information he printed was exactly what the protesting rider stated after mileaging the section. It seems a shame that your letter, which was written to correct the facts, instead provided misleading information due to your misreporting of what you *thought* was factual.

I also find the statement concerning Mr. Regehr's conflict of interest due to friendship with the protesting rider irrelevant and a cheap shot to destroy Mr. Regehr's credibility. I suggest that in the future, you check out the facts before making allegations concerning Mr. Regehr's credibility.

GARNER PALENSKE
Fullerton, CA

Tom Sauter remembered

Long Beach, CA, residents will be saddened by the death of Tom Sauter. Tom died Saturday night, Apr. 3, 1982, in his sleep at age 27. He was a well known and loved District 37 racer and Bonneville record holder.

He is survived by his parents — Tom, Sr. and Ruth — his wife, Penny, and two children, Janie, eight, and Timothy, three months.

Tom was the kind of guy who befriended everyone he met. We'll all miss you, Tom! Cards can be sent to Penny at 3736 E. 15th St., Long Beach, CA 90804.

LONG BEACH YAMAHA STAFF
Long Beach, CA

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- ☐ 85cc A Mod. 12-15
- ☐ 85cc A Stock 12-15
- ☐ 85cc B Mod. 12-15
- ☐ 85cc B Stock 12-15
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THE LATEST POOP BY PAPA WEALEY

The U.S. team was soundly trounced by their British rivals in the 11th annual Transatlantic match races held in England over the Apr. 9-12 Easter weekend. Barry Sheene turned in an outstanding performance on his OW60 works square-four Yamaha, winning five of the six races run to lead the British squad to a lopsided 491-313 victory. Sheene nearly collected a $40,000 bonus that was up for the first man to win all six races, but a steering damper froze in the second heat at Mallory Park, causing Sheene to crash, although he picked it up to finish second behind teammate Roger Marshall on a 1000cc four-stroke Suzuki. America's hopes suffered a severe blow when Freddie Spencer crashed in the first heat of the series, damaging his NS500 GP bike beyond repair due to a lack of spare parts. Team captain Dave Aldana was the top American scorer with 56 points, followed by Dale Singleton (44), Mike Baldwin (42), Wes Cooley (38), Roberto Pietri (36), Rich Schlachter (35), Mark Homchick (28) and Nicky Richici (18). Alan Ward, a New England club racer pressed into service after Spencer crashed, tallied 16 points. Sheene and Marshall led the British team with 95 and 76, respectively.

Russ Nyberg (Kaw) topped John Mafaro (Kaw) in the Pro Stock final at April 3-4 IDBA Spring Nationals at Mississippi's Gulfport International Dragway. Jim Dodich (Kaw) was the victor in the Pro/Comp ranks while Craig Burns (Kaw) topped the Funny Bike class. In Top Fuel it was Larry Hayes (Hon) taking the win over Elmer Trett (Kaw).

The long awaited Kenny Roberts autobiography was released in England last week. Penned by journalist Barry Coleman, *Kenny Roberts* documents the three-time World Champion's career from the start of his dirt track career right up through last season. The book should hit our shores in the very near future. We'll keep you posted.

We spoke to John "Light Brown" Lancione, former National MX referee, via phone last week. Lancione, who suffered a heart attack several weeks ago, is at home in Dallas and ready to get back on the gas. "The heart attack scared me, but now I know how to take care of myself and you better believe I'm going to do just that," said Lancione.

"Scott Parker has joined the Harley-Davidson racing team as the third member," said racing boss Dick O'Brien. "We're expanding the team to three riders due to the increased involvement of sponsor Pabst Blue Ribbon and our committment to them. Al Stangler, who tuned for Corky Keener, will be working with Scott, who will make his debut at Sacramento as a teammate of Randy Goss and Jay Springsteen."

In their Spring meeting, the Management Council of the FIM unanimously approved the signing of a contract between the FIM and the ABC Sports Television Company, giving ABC North American television broadcast rights for the '82 Ice Racing World Championship in Germany, the '83 race in the Netherlands, the '84 final in Russia, the '83 Individual Speedway World Championship in Germany and the '84 version in Great Britain.

Last week's coverage of the Gardena Gold Cup half mile contained an error. It was actually Billy Scott who won the third heat, and he did it on a Yamaha Virago-engined mount for its first win.

Dick Burleson will become a California resident some time this summer. "His role in the company will change slightly," said Husky's Mark Blackwell. Though he will still manage their enduro team, Burleson"...will take over more R&D functions."

Racy ladies in the NorCal area now have a club to join. Motofoxes is the group, and its purpose is to promote the growth of women's division motorcycle competition and/or recreational riding. For information about membership or Motofoxes jerseys, call Patti Henning at 916/743-8640.

American Honda is offering two, five-day courses — basic and advanced — for vocational/technical instructors "to provide them with training, training aids and information to take back to their students...." If you're interested, write or call Danyel E. Clark at Honda, P.O. Box 50, Gardena, CA 90247, 213/327-8280.

Maico A rider Rory Rundle of Nevada City, CA, and Mike Lambert and Darrell Brown of Hot Springs, AR, will be MXing internationally this season for Belgian promoter Joseph VanTickeler. The AMA's Director of Professional Motocross, Carroll Chandler, gave 'em the go-ahead so they're on their way!

Wanna see the '82 World Speedway Final? Olson-Travelworld, Ltd. is offering four different tour packages that include the championship race at the L.A. Memorial Coliseum on Aug. 28 plus the final meeting of the season at Costa Mesa. The tour packages range from four to 10 days long and visit tourist attractions around Los Angeles as well as San Francisco, Las Vegas and Yosemite National Park. For further information, contact your travel agent or Olson-Travelworld, Ltd., P.O. Box 92734, Los Angeles, CA 90009. Their phone number is 213/670-7100 or 800/421-2255.

The Apr. 17-18 weekend is shaping up to be a real doozey. For starters, there's the Budweiser GP weekend at Riverside International Raceway. Saturday will see heat races for the Sunday features, plus a 200-kilometer box stock endurance race. Then on Sunday, there will be a Formula Two race, the second leg of the Bell Helmets Superbike Triple Crown, and the Budweiser 500-kilometer endurance race. The Superbike race will give west coast fans their first glimpse of MXer-turned-road-racer Steve Wise, plus the rest of the Honda, Suzuki and Kawasaki teams. The Formula Two race will determine if Dave Busby's recent romp at Long Beach was a sign of things to come. The Budweiser 500 will match up the Team Hammer Suzuki of Bruce Hammer and John Ulrich and the Yoshimura Suzuki Katana of Dennis Smith and Chris Steward, both being among the pre-race favorites. Discount tickets for the event are available at southern California Kawasaki dealers.

Also on the Apr. 17-18 weekend is the KRW Helmets Sacramento Mile at the Cal-Expo Fairgrounds on Saturday night. Promoter J.C. Agajanian has received permission to use calcium chloride on the track to help it retain moisture. And a bit further east, there will be a 125/250cc AMA MX national at Lake Whitney, TX. So check next week's *Cycle News* — we'll be up to our duckbills in instant coverage.

Interested in seeing a World Championship GP road race in 1983? Here's the schedule as confirmed by the FIM in their recent Spring Congress in Geneva: 3/6 Argentina (Buenos Aires); 3/20 South Africa (Kyalami); 4/3 France (Le Mans); 5/1 Austria (Salzburg); 5/8 Germany (Hockenheim); 5/22 Spain (Jarama); 5/29 Italy (Monza); 6/19 Belgium (Spa); 6/26 Holland (Assen); 7/10 Yugoslavia (Rijeka); 7/17 San Marino (Imola); 7/31 England (Silverstone); 8/7 Sweden (Andersdorp); 8/14 Finland (Imatra); 8/28 Czechoslovakia (Brno). TT week on the Isle of Man will take place on June 5-12, 1983.

IT DOESN'T HURT TO HAVE A SENSE OF HUMOR DEPARTMENT: According to *Yamaha Communicator*, the manufacturer's dealer newsletter, the lucky (or hard working) Yamaha dealer who sells the most Yamaha 650 Twins between February 1 and April 30 will win "a trip for two to Europe to see Kenny Roberts race. Or a trip for two to Bermuda to watch the coral grow."

A pair of related actions by the St. Louis Board of Aldermen has improved the likelihood of passage of Board Bill 256, the measure to replace the motorcycle use ban in the city's parks with an enforceable noise ordinance. Actions by a board committee and the full board action saw votes of support of the bill sponsored by Board President Thomas E. Zych. Mr. Michael Roberts, alderman of the 19th Ward and chairman of the Parks and Recreation Committee heard testimony on March 17 from AMA, the California Department of Public Health and the Illinois Environmental Protection Agency. All witnesses supported the passage of BB 256, in order to give enforcement officials the necessary tools to combat excessive motor vehicle noise in the city. In spite of prearranged opposition on wording and section numbering by Alderman Dan McGuire of the 28th Ward, the measure was passed on to the full board by a vote of 3 to 2. Stronger support was evident in the March 26 convening of the full board. An hour's debate by a half dozen members and another preplanned move by McGuire to stop further action on the bill by moving it back to committee didn't stop supporters from defeating the move 19 to 10. Because the bill was amended on two technicalities, as concessions to McGuire, a final vote has now been deferred until April 19.

Gary Bailey has picked up backing from Wrangler for his MX schools, and The Professor wished to share a thought with *Cycle News* readers. "Wrangler is the kind of sponsor motocross needs, a sponsor outside the motorcycle industry. That's where the big money is, that's been proven with NASCAR and other auto racing groups. Wrangler is supporting motocross ('82 Supercross Series) so let's all support Wrangler and buy their clothes."

Great Britain will host the 1983 ISDE on October 3-8.

Due to some fancy scheduling by the FIM at the Spring Congress in Geneva, the 1983 Daytona 200 on March 13 will be sandwiched by World Championship road race GPs in Argentina (3/6) and South Africa (3/20).

Word from Europe has it that Yamaha's Hakan Carlqvist broke his wrist in a crash at an international motocross in England Apr. 9. The fall was in the first lap of the first moto. No word on how long Carlqvist will be out. The Swede was third in last year's 500cc World Motocross Championship.

There will be a Vintage race added to the May 15-16 Budweiser GP weekend at Sears Point. Practice will be on Saturday and the race on Sunday. For entries, info 'n' all that other good stuff, write or call Mike Lewis at 10200 Nevada Ave., Chatsworth, CA 91311, 213/882-4489. After Steve Wise's success in road racing, one of Papa's vintage-type buddies is gonna see if he can get his CZ entered...

Discount tickets for the 21st running of the San Jose Mile are on sale at most San Francisco Bay area Kawasaki dealers and all regular dealer outlets. Kawasaki is the major sponsor for the May 2 event that will also have ABC *Wide World of Sports* on hand for the sixth Winston Pro series round. Juniors will also be a part of the Kawasaki San Jose Mile with West Coast riders being invited from doings at west coast events, along with at least three eastern riders. Call Bill Spencer at Mtn. View Distributing, 415/969-1682, for more info.

The May 8 Ascot/KRW Helmets AMA half mile National will have a Junior Invitational event, sponsored by Long Beach Honda. Interested riders should drop a post card to Agajanian Enterprises, P.O. Box 98, Gardena, CA 90247. The Ascot folks will then get back to the riders with formal invitations.

Long-time Grand National Championship point chaser Gene Romero has joined Team Honda as dirt track coordinator, much the same position that Roger DeCoster occupies with the motocross effort. Romero describes his job as, "whatever is necessary to help Jerry Griffith do whatever needs done to win races."

World Speedway Champ Bruce Penhall has come to terms with the Cradley Heath track promoters. While still disputing terms he helped his club win their first outing, then romped to a maximum score in his second time out.

Another U.S. rider at Cradley, Lance King, looked good in his across-the-pond debut and promoters are pleased with his potential.

Not only will Kawasaki Team Green technician Dan Betley be at the Apr. 25 Boise, ID, AMA Regional TT, but he'll be giving two motorcycle race preparation seminars while he's in the area. The first will be Apr. 27 at Kawasaki of Twin Falls in Twin Falls, ID. The other will be at Desert Mountain Cycle in Mountain Home, ID, on Apr. 29. All local riders, parents and mechanics are welcome to attend, and you can contact the Kawasaki dealer closest to you for specific time.

Western Eastern Roadracers' Association has announced a Triple Crown of Endurance Racing, a three race series of 24-hour endurance races held at Texas World Speedway, Nelson Ledges and North Carolina Motor Speedway on June 5, Aug. 7 and Sept. 4, respectively. For more information call WERA at 803/784-3105.

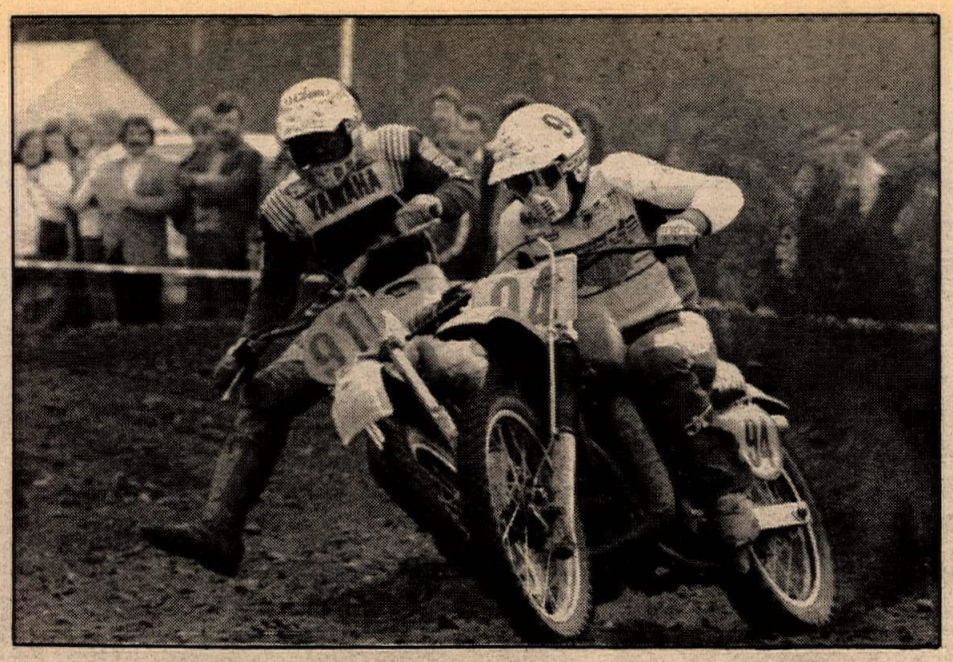
HosPITal STOP: Pat Rooney, a top northern California speedway rider in the early '70s, is fighting for his life now, this as the result of a liver disorder. We're sure he'd like to hear from some of his old fans, and they can write to him at Mercy General Hospital, 4001 Jay St., Sacramento, CA 95819, Room M330.

Be sure to check out p. 22 for artist Winston Beaumont's whimsical inside look at a politician. A guaranteed laugh riot, it's brought to you by the editorial staff of *Cycle News*, which spends its year reporting on things like $8.5 million OHV Fund rip-offs, helmet laws, land closures and the like, and then every Apr. 15, sends money to Uncle Sam to pay for the privilege.

The Southern California Trials Association event scheduled for Apr. 18 at Saddleback Park, has been cancelled.

Tech inspection for the Apr. 17-18 Budweiser GP will start on Friday and go from 4-8 p.m. AFM Pro representatives will be there to give riders and mechanics tickets, which are redeemable for beer and pizza at Kawasaki of Riverside.

Look for World Speedway Champion Bruce Penhall in a *CHIPs* episode next season. Penhall has every commitment from the show's producers short of a final contract, and he'll be playing himself in the episode. In the meantime, Penhall will appear at southern California speedway venues such as San Bernardino on Apr. 14 and Costa Mesa on Apr. 16.



Americans were much in evidence at the 27th annual International MX of Horensbergdam in Belgium. Best finish was turned in by Danny LaPorte (91), who's shown passing Gary Semics, who's shown talking to Marty Moates (left). LaPorte turned in a 3-1 tally to finish second behind factory Suzuki rider Andre Vromans. Semics' 5-3 tally was good for third overall, while Moates finished 12th in the first moto, then left for an Australian race. Photos by Henny Ray Abrams.

As you cast your gaze towards the nation's capitol, be aware that a danger lurks there: Senate Bill 1584, introduced by California Democratic Senator Alan Cranston. It's the Senate version of Congressman Philip Burton's California Wilderness Bill, which would create 2.1 million acres of wilderness in the state of California. Burton's bill passed the House of Representatives via a bit of legislative sleight of hand, but the SB1584 has thus far not been heard in the Senate. Of prime concern in the bill are three wilderness areas in the Sequoia National Forest that would obliterate miles of prime trail riding in the Kern Plateau. They are the Monache Wilderness Study Area (42,000 acres), South Sierra Wilderness (78,000 acres) and the Domelands Wilderness Additions (31,000 acres). This is an area that was previously decimated by the Golden Trout Wilderness, and any more Wilderness designations are going to mean severe overcrowding of remaining trails. Now the Reagan Administration and the Forest Service both recommend 1.1 million acres of Wilderness, as opposed to the 2.1 million acres included in SB1584. In addition, the three areas mentioned earlier are full of trails, roads and structures — not suitable for Wilderness designation at all. As we said before, the bill is not currently active, but it would be a good idea to write to these Senators and let them know SB1584 is not a good idea: Senator Alan Cranston, Senator S.I. Hayakawa, and Senator James McClure. You can write to them at United States Senate, Washington, DC 20510. And stay tuned — we'll let you know the moment something starts to happen.

HosPITAL STOP: Husqvarna West Coast service rep Sherman Schneller suffered a severe back injury in the Tecate 500 enduro, run Apr. 3-4, after a high speed crash. Quick thinking Randy Hollenbeck came along, got a van and took Schneller back across the border to a U.S. hospital. If you'd like to cheer Sherman up a bit, drop him a card or letter c/o Husqvarna, 4925 Mercury St., San Diego, CA 92111. •

NATIONAL PAPERS

It looks like the Winston Pro Series is again going to be wide open, or in doubt, until the final rounds late this season.

Looking at the Ascot TT National as an example we find that the Canadian Can-Am 500cc single is very much alive and well but will only get two more chances to prove it at Santa Fe and Peoria later this year.

For the second straight time Jay Springsteen did not show up to race and be the pre-race favorite. Whatever is wrong with Jay and how many times he misses will most certainly have an effect on the title this season. He is an official entry for Sacramento, San Jose and the Ascot National half mile. But who knows?

The question as to whether or not a motocross racer can find money and success racing the Winston Pro Series was partially answered at Ascot. No and maybe should sum it up.

A short, tight course will work. A longer and faster course is another situation. I thought Steve Wise rode very well and had no less than three chances to qualify for the final. There were just too many good TT riders around.

But based upon what I saw, riders should get ready for Wise when the annual TT National at Santa Fe Park in Chicago, another short tight track with lower speeds going into the corners.

Good ride Steve. Keep up the good work and the effort and don't let anybody talk you into miles or half miles — until you feel you are ready.

Speaking of ready. Hank Scott will be at Sacramento, San Jose and Ascot for the three remaining early season west coast Nationals.

I saw Hank in February and he looked about 90% ready at the time. He has worked hard at making a recovery from his time trial spill at Ascot last fall and a mile comeback is in the making. Racing welcomes back one of its many fine milers.

I can't remember ever seeing both of the H-D factory machines come up lame. But it happened at Ascot. Both Randy Goss and Scott Parker would have been contenders in the final but ended up being lapped. It goes again to prove that it can happen, once in awhile, to the best of them. (H-D had their new blimp flying at Ascot, no passengers allowed.)

Now is the mile time at Sacramento and San Jose. Both are recording great advance ticket sales and why not? The miles are famous in the west for great racing.

That little guy from Stockton, the same guy who has scored in all three Nationals he has raced in this year, Jorgy Jorgensen, won the Sacto mile last year in slick fashion.

He will again ride the Sal Acosta Harley that carried him to his only mile win a year ago. Remember that one? It looked like oil blowing out the back, covering any other rider that got close??

The senior Jorgy swears it was a legal secret formula that was brewed in his show in Stockton. Anyway, the AMA banned the gooey mixture and Jorgy will have to afford a "clear" field to any riders that want to take a shot at winning.

Remember also that Acosta was so confident that the bike would run fast last year that he never even showed up to make any changes. He went to the sprint car races instead. That's confidence in the purest form.

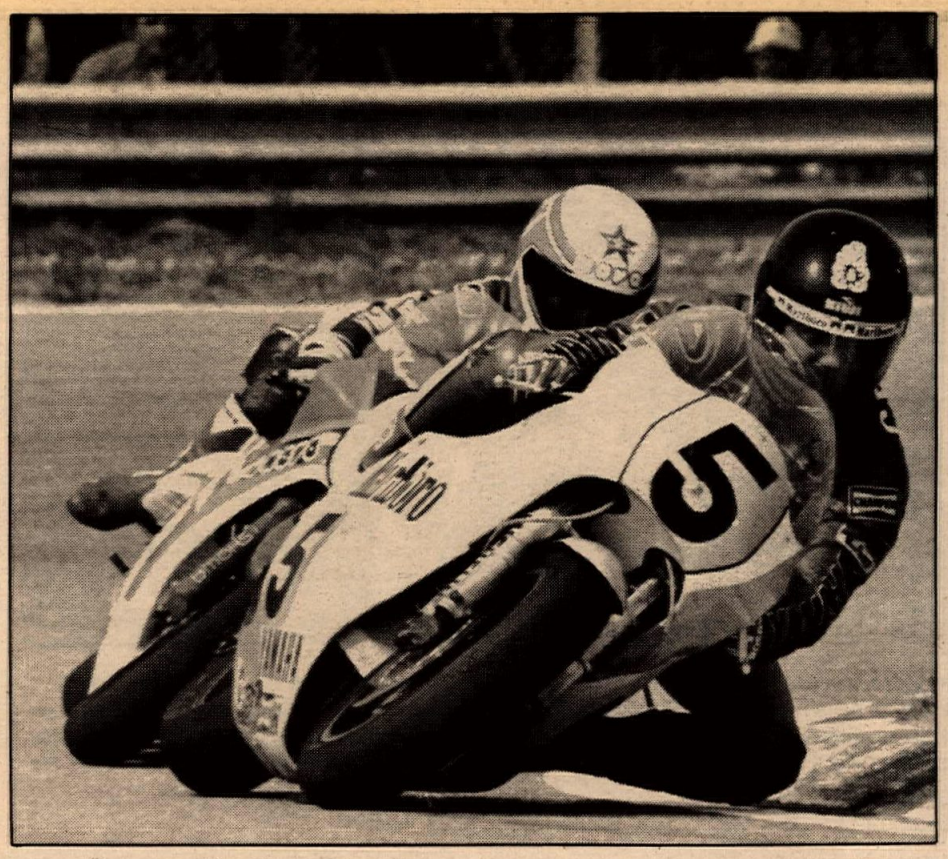
There are so many good mile riders this year that it will probably be like the Ascot final — no rookies allowed. At least a dozen entrants at the capital city will be former winners.

I am now curious to see the progress made by both Honda and Yamaha on the miles after a year of testing, trial, error and effort. Yamaha did not make it to Sacramento last year and Honda quickly found out that their new twin needed a lot of extra work. But I have watched both brands over the years and they seldom take longer than a season to get the right combination. Now if only Jay Springsteen could find the right combination at some doctor's office we would be all set for a great mile track shootout/showdown.

The question is not only will Jay show up for Sacramento but will Honda want to try Steve Wise there as well. I would like to see Steve at over 100 mph standing up on the pegs in the corners. After all, former racer Jack Warren from Michigan used to put his knee down in the dirt instead of his left foot — that's where the road racers got the idea that it might, with proper padding, work on the pavement.

Four Nationals in the books and four different winners so far. Here we go again.

Roxy Rockwood



Graeme Crosby (5) and Marco Lucchinelli diced in the second leg (left). On the victory podium Lucky accused Croz of behaving badly (above).

Crosby conquers Imola 200

By Henny Ray Abrams

IMOLA, ITALY, APR. 3-4

Following in the footsteps of his team manager Giacomo Agostini and the late World Champion Jarno Saarinen, New Zealand's Graeme Crosby completed a sweep of the Daytonas of America and Europe with a win in the AGV Sinvet 200 mile race on the Autodromo Dino Ferrari at Imola, Italy. Crosby piloted his Team Marlboro Agostini works square-four Yamaha to wins in both of the two 100-mile legs before a crowd of over 100,000. Second overall went to World Champion Marco Lucchinelli on the Honda NS500 three-cylinder two-stroke with 3-2 finishes for the day. Agostini's team victory was sweetened with a third overall finish by his other rider, Graziano Rossi, whose 6-4 tally put him on the podium.

The race was won and lost in the one mandatory dead engine pit stop. In the first leg Lucchinelli was doused from his helmet on down due to sloppy pit work. Crosby was in and out in a flash, taking at least six seconds less than "Lucky" to pit. In the second leg Crosby was again in and out faster with quick work from his crew led by Trevor Tilbury and a push-off by Ago himself. Lucchinelli was further slowed by having to change batteries on the works Honda. For reasons not fully explained, the new Honda uses a rechargeable battery which is good for about 80 miles to spark the bike's ignition and it's located just inside the fairing on the left side of the machine. Although it has quick-change connections, it still takes time to change in the course of a 100-mile race.

Second in the first heat went to the Team Gallina Suzuki of Franco Uncini who battled "Croz" for the lead most of the race, leading for 16 of the 32 laps on the 3.13 mile circuit. But visibility problems due to a dirty faceshield slowed his charge dropping him to second. In the second heat he went one lap and was out with mechanical problems.

Third in the second leg and fourth overall went to European Champion Leandro Becheroni on the Coldoni Suzuki with 3-7 finishes. Becheroni and Rossi seemed evenly matched and spent most of the race side by side. Rossi is something of a crowd favorite here for his likeable countenance and his grandstand wheelies every lap in qualifying and during part of the race.

The best American finish was turned in by New Yorker Jimmy Adamo in his first-ever ride on the factory Ducati Panta 600. Adamo found out only a day before qualifying that he would be on the bike, then took it to 15-13 placings for a 13th overall. The only other American in the top 20 was Gina Bovaird whose 24-20 placings were good for 20th place.

The U.S. Road Racing Champions of 1981 and 1980, Dale Singleton and Rich Schlachter, had their share of problems with the Yamaha TZ750s they were using. In the first leg, Singleton's rear Goodyear slick heated up so much during the race that it rubbed against the chain, ending his ride on the Beaulieu-sponsored bike. Schlachter's MacLean Racing Yamaha was in early for ignition troubles, but once fixed he went back out. Singleton and Adamo had a little scuffle going for 11th place in the second leg before front brake troubles sidelined Dale. First, Schlachter's steering damper broke, then his number two cylinder exploded, capping a frustrating weekend.

In the Superbike ranks it was Americans 1-3 with Honda's Roberto Pietri taking a closely contested win over Honda Italia Racing Team member Maurizio Massimiani and the Team Escargot Suzuki of Thad Wolff. Pietri had to be given a special qualifying session on Friday to make the grid. His bike was mistakenly shipped to Frankfurt where it sat for three days before being found. He went out for the required five laps and landed a spot on the second row from where he won the MDS Sinvet 100 mile race on the Larry Worrell prepared machine.

In 13th place came the White's Truck Stop/Union 76 Kawasaki of Rich Chambers. Chambers was running near the top five when ignition troubles put him temporarily out of the hunt. A quick pit stop with help from the Ducati crew and he was back on the track.

Adamo's ride ended on the first lap with a crash in a top-of-third gear 100 mph turn on his Reno Leoni Ducati 900. A rider in front of him had coated the track with oil when the plug in his starter motor came out. Adamo saved it through the oil, but hit the fallen rider, breaking the other rider's leg. Two other riders also went down.

The final American in the field was Rusty Sharp from Colorado Springs, Colorado, on a Honda 750-based superbike. His ride lasted six laps before motor gremlins put him out.

First leg

Race day was a carbon copy of Saturday with the riders and fans making their way through the crowded streets of Imola for the 2 p.m. start of the first 100-mile leg.

Pole sitter Lucchinelli looked like the man to beat. With a win here in 1981 and a second in 1980 his record was proven. But off the start it was Boet Van Dulmen, Suzuki-mounted this year after giving up his Yamaha ride from the Dutch Yamaha importers. His compatriot Jack Middelburg was second ahead of Lorenzo Ghiselli, Crosby, Lucchinelli, Uncini, and Crosby's teammate Rossi.

Retirements came early with former Morbidelli-rider, now Gallina Suzuki-mounted Loris Reggiani out on the second lap for a two lap pit stop before rejoining. Van Dulmen was out on the second lap also, but couldn't continue since he'd put a connecting rod through the cases of his Hordo Racing/Kiwi Mark 7 Suzuki.

Back in 13th and 14th were Singleton and Schlachter with Adamo not far behind on the throaty four-stroke.

Crosby put the bike in the lead on the fourth lap, but he couldn't shake Uncini who was just ahead of Lucchinelli as the trio moved in unison ahead of Middelburg who had some breathing room on Ghiselli. Rossi moved up to pressure Ghiselli and the two went at it for the whole race.

Uncini took over and held the lead on the tenth lap with Crosby and Lucchinelli all crossing the line within half a second of each other. Singleton had dropped out with tire troubles and Schlachter had come in, fixed an ignition problem and gone back out. Middelburg was a steady fourth.

About midway through the first leg Lucchinelli took a run for the front, but could only manage second for three lap. Tires were starting to wear with Uncini sliding through the first corner. Just as he started to lose Crosby and Lucchinelli in traffic Uncini was slowed with visibility troubles.

"My faceshield got so dirty I couldn't really see and I didn't have any tear-offs," he said. "When I came in for my pit stop I couldn't see where to stop and overran my pits, running into a table."

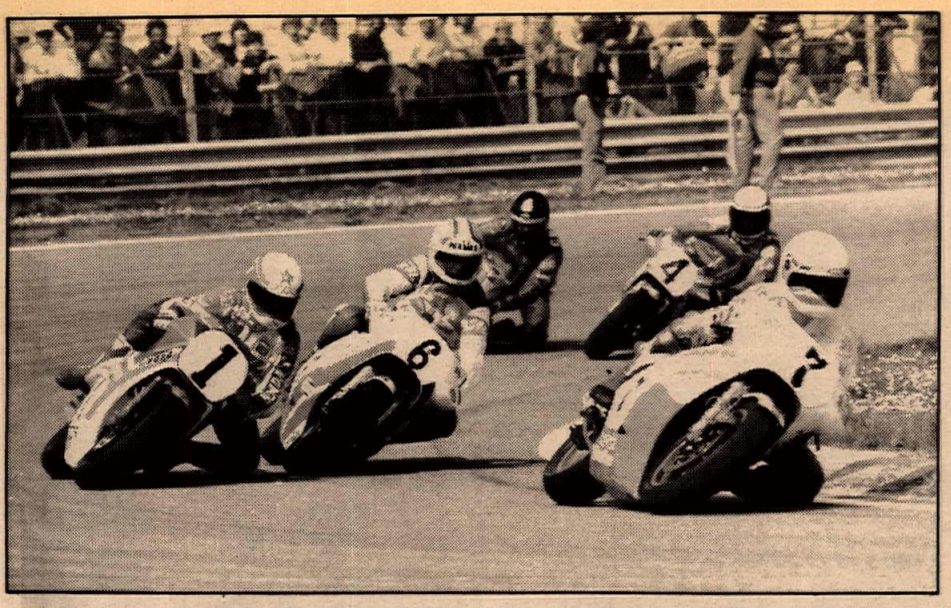
Most riders pitted around the 23rd to 27th laps. Unlike most tracks where there is a clear shot down off the front straightaway to the pits, at Imola you come off a short straightaway and have to make a left-right turn in first gear right at the pit entrance where the Yamaha pits were. Lucchinelli was almost two-thirds of the way up the garage area and had his share of troubles with the first gas stop.

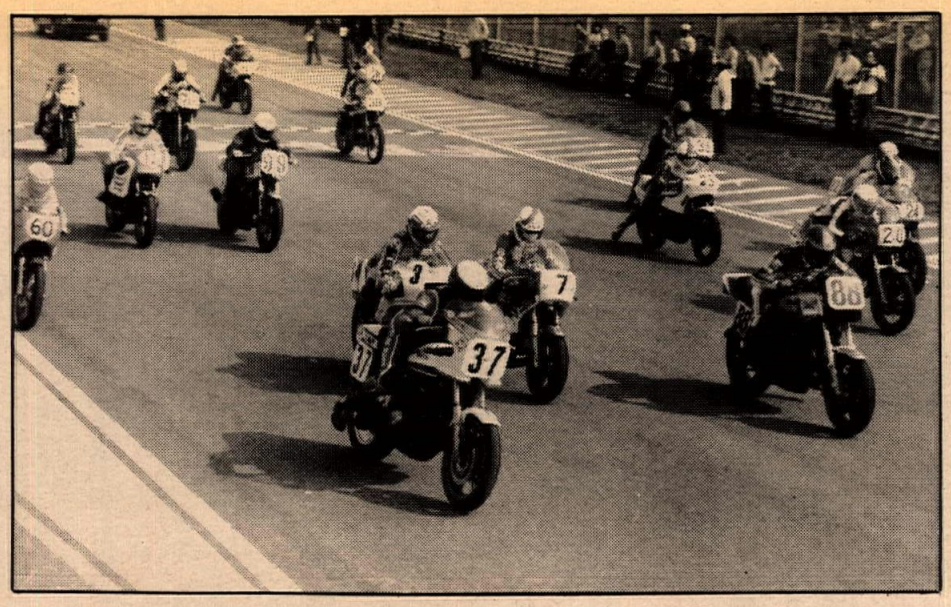
"This track isn't right for a pit stop. There should be more space for slowing down and going back out again," the resident of LaSpezia said. He came in on the 24th lap and was inadvertently soaked with gas by his crew before rejoining the race to cries of "stupendo" by the announcer.

Crosby was using the gas tank off Roberts' Daytona bike and the quick-fill worked flawlessly. In contrast was Rossi's stop where one rider poured gas out of a plastic can while Agostini, winner here in 1974, held the funnel while the gas cap was unscrewed.

Crosby took over for good on the 26th lap and finished the slightly over an hour long race with a 16 second lead over Uncini who had four seconds on Lucchinelli. Middelburg was all alone in fourth 47 seconds ahead of Lorenzo Ghiselli, who came in with bloodied hands from wrestling his bike after the steering damper broke. Rossi had the better of Becheroni for sixth.

Second leg





(Above) Jack Middelburg leads Lucchinelli (1), Boet Van Dulmen (6), Croz and Franco Uncini (4). (Right) Thad Wolff (37) and Roberto Pietri (88).

"The O-ring that seals the heads to the cylinders broke and water got into the combustion chambers," Uncini explained. "I'd changed tires and put some tear-offs on, but then the bike quit."

Schlachter lasted a lap longer then was out when first his steering damper broke, then his number two cylinder seized. Van Dulmen was out early too, with gearbox troubles on his Suzuki.

Crosby took over the lead and was able to widen it a bit when Lucchinelli made an unexpected off-track excursion in the chicane just before the front straightaway. He saved it and started to close the gap with Rossi and Ghiselli a ways back and Singleton and Adamo trying to break into the top ten in 12th and 13th.

By the tenth lap "Croz" had six seconds on Lucchinelli who in turn had 13 on Becheroni who'd taken over third from Reggiani with Rossi now in fifth. The second heat was being run at a faster pace than the first with Crosby not feeling any constant pressure. More positions were swapped by the halfway point with Rossi now in fourth and Adamo ahead of Singleton. The leaders were up on the backmarkers and Lucchinelli had some trouble passing one in particular.

"Instead of giving Gina Bovaird $4,000 for running in Italy, the organizers should give it to a young Italian rider," the World Champion said. "Each time I went past her she slowed me down by being planted in the curve. She is dangerous."

Crosby pitted on the 24th lap starting a controversy that was carried on long after the race ended.

"I decided to pit at the last minute and entered by signalling to Lucchinelli not to follow me with my left leg. If I stuck out the other leg he wouldn't have seen it being so close. It is not against the rules that a pilot has to signal when he leaves the track," Crosby explained. "He saw that left leg out. He missed the corner two times. He knew what I was doing."

"I was sent into the grass by Crosby," Lucchinelli said. "Crosby behaved himself badly. Going into the pits he signalled with his left leg instead of his right like all riders do. It broke my concentration and I admit I was unaware and missed the turn. I'm saying to Crosby that it was a big mistake thinking he can behave that way with me. I'm not Mamola."

"His brake is on the left and mine's on the right so I couldn't lift my right leg and stop for the pits," Crosby answered.

Crosby took over for good on the 26th lap when the Honda crew called "Lucky" in for gas. A team of mechanics swarmed over the bike with one changing the battery, one gassing it up, and another waiting to push him off. Three mechanics helped push which is one more than the FIM allows. The Honda pits were soon abuzz with talk of a lap penalty while the partisan crowd booed the mechanics for their mistake, which was let pass.

With six laps to go Lucchinelli tried to make a run for the win, although a 3-1 tally would leave him second to Crosby's 1-2.

He cut the lead to four seconds on the 29th lap and at the checkers it was done to two and a half seconds. In the process he set a new lap record of 1:56.95 (94.5 mph average) on the 31st lap lowering his record of last year by over a second.

Becheroni took third almost a minute later with Rossi, Reggiani, and Guido Paci next across the finish line. Adamo finished 13th with no pressure from Singleton who he had passed before Singleton retired with a locked up front brake.

What followed in winner's circle was a display of petulance by Lucchinelli who instead of congratulating Crosby on the win accused him of dirty riding. After telling the crowd how upset he was he turned to Crosby and lectured him waving a finger in his face as the crowd cheered him on. Crosby refused to retaliate and thanked his crew and Yamaha for the win. Rossi just hung over the balcony smiling with his third place laurels, while Crosby reluctantly sprayed the crowd below with champagne.

"It was a very long and very hard race," Rossi said. "I was a little tired and the tires started to go away at the end."

"If you look at all of the problems, you would have to be satisfied with the finish, but I'm not. We had little time to set up and not be able to change again. It was a race I could have won, not withstanding everything. My 200 was lost by the incorrectness of Crosby for not signalling me of his intention to enter the pits," Lucchinelli said. "For the World Championships you can be sure that Crosby is no problem."

"Normally you feel good after a race, but I don't feel very happy for what he has said," Crosby replied. "His saying that has ruined a beautiful victory for me."

Including leading 27 of the 32 laps in the second leg and 13 of the first, Crosby received about $8,100 in prize money alone not including his start money. For Agostini it was a bittersweet win in front of his fellow countrymen and an audacious beginning to his team.

Superbike

Topping the qualifying for the 100 mile superbike race were the two Honda Italia Racing Team bikes of Oscar LaFerla and Maurizio Massimiani. Sergio Bertocchi was third fastest ahead of another HIRT machine of Angleo Laudati and top American qualifier Thad Wolff. Roberto Pietri qualified eighth in a special session, Rusty Sharp was 12th, Rich Chambers 16th, and Jimmy Adamo 18th.

LaFerla and Bertocchi got away first with Pietri powering to the front along with Massimiani. Adamo was coming off a back row start, but his charge ended in a fast right hand turn on the back part of the course.

"Some guy in front of me spilled when his bike blew all of its oil on the track. I saved it through the oil, but I couldn't avoid him," Adamo said. Besides Adamo two other riders went down with only Adamo walking away although his Ducati was severely damaged.

Pietri was out front now with Massimiani right on his tail and Wolff and Bertocchi trying to keep each other out of fourth ahead of Fillipo Suzzi on a Bimota Kawasaki.

Massimiani repassed Pietri in what would be an almost race long seesaw on the fifth lap with Wolff in fifth. Rusty Sharp was out with engine troubles and Chambers went out soon after with ignition troubles, but later rejoined the fray after some extra help from Adamo's crew of Ducati mechanics.

"The ignition wires came apart and I was willing to quit, but those Italians wanted something to work on and since Jimmy was out they decided to help me," Chambers said.

Wolff soon established himself in third although it wasn't entirely secure with Simani and Laudati ready to advance.

Pietri pitted at the halfway point and his pit stop wasn't as smooth as he'd have liked.

"I forgot to open the gas cap," Roberto stated. "It was my fault."

When he came back out Massimiani had built up a 10 second lead on the Honda endurance bike from last year, but it wasn't set up for this type of race.

"This is last year's endurance bike," he said. "It was grounding in the corners because in endurance racing you don't have to ride at 100% all of the time. His bike is a jet."

Back in third it developed into a Wolff-Laudati duel with Wolff holding a nine second lead on the 20th lap when Massimiani pitted.

"After his gas stop I knew I had it won," Pietri said. Up until then he had a 20 second lead, but when he came out of the pits Roberto had him in sight and the crowd was on the American's side. Massimiani exited the pits as Pietri sped up the straightaway and the race started all over again with Pietri going in front on the 23rd of 32 laps.

Wolff pitted on the 25th lap and came out holding a 150 yard advantage over Laudati that he would increase.

"My pit stop was slow because the guy with the key to the gas tank was turning it the wrong way. I lost about five seconds. Then when I came out of the pits he was right there," the Californian said. "We were going into the fast downhill right-left on the back part of the course and he came flying by me cutting the corner and going through the dirt. He must have lost his brakes because right after that he waved me by."

Pietri used the traffic to his advantage and lost Massimiani to build up a four second lead at the end. Wolff was another 12 seconds back in third ahead of Laudati and Massimi Simani.

"Today is my father Luis' birthday and it's the anniversary of Nellie and I being together 13 years," Pietri said. "It's a great day. I think he had some power on me. His bike is a 1023 and mine's a 998. His weighs about 363 pounds and mine about 414. This is my number two bike because I wrecked my good one at Talladega. I owe a big thanks to the Honda crew in California for putting this together along with my mechanic of three years, Larry Worrell, and Mike Trosper."

Among the four languages that Pietri speaks is Italian and he thanked the supportive crowd in their native tongue as they cheered his victory.

Massimiani was content to finish second on last year's bike. The new ones arrive in 15 days he said.

Wolff agreed that the crowd was behind him. "They were unbelievable. On the cool-down lap, they're all cheering for me and I couldn't believe it. I've never been treated like that before. This is my first trip to the continent and I'd like to come back. At first I was tired and I thought I'd let the leaders go and just take it easy and break in my new motor, but I saw I could outbrake him even though his motor was a little stronger than mine."

Laudati was also HIR-mounted on the Segale framed machines.

The Team Escargot Suzuki superbike was built by Minolu Matuzawa of Escargot and taken care of by the other member of the team Kenny Ishibashi. After the race he hung a "FOR SALE" sign on the third place machine, but there were no takers. •

Results

IMOLA 200: 1. Graeme Crosby (Yam); 2. Marco Lucchinelli (Hon); 3. Graziano Rossi (Yam); 4. Leandro Becheroni (Suz); 5. Guido Paci (Yam); 6. Lorenzo Ghiselli (Suz); 7. Phillipe Coulon (Suz); 8. Attilio Riondato (Suz); 9. Loris Reggiani (Suz); 10. Corrado Tuzii (Suz); (AMERICAN FINISHING POSITIONS) 13. Jimmy Adamo (Duc); 18. Gina Bovaird (Suz); DNF Dale Singleton (Yam); DNF Rich Schlachter (Yam).

SUPERBIKE: 1. Roberto Pietri (Hon); 2. Maurizio Massimiani (Hon); 3. Thad Wolff (Suz); 4. Angelo Laudati (Hon); 5. Massimo Simani (BMC); 6. Mauro Ricci (Duc); 7. W. Migliorati (Kaw); 8. Giovanni Menegaz (Kaw); 9. M. Paris (Kaw); 10. P.B. Balella (Kaw); (AMERICAN FINISHING POSITIONS) Nonclassified Rich Chambers (Kaw); DNF Rusty Sharp (Hon); DNF Jimmy Adamo (Duc).

(Clockwise from top left) Eric Hallgate (350), Kenny Gerry (346) and John Braasch mix it up in the mud. Brian Myerscough won the 175cc Classified race. A Saturday afternoon start. Dan Aschraft (382), shown here with Ed Foland in the Sportsman race, was top Open Expert.

Myerscough, Felger, Pogue, Ashcraft best 14th Viewfinders GP

By Lee Taylor

RIVERSIDE, CA, APR. 3-4

Riverside International Raceway, steeped in the tradition of great racing and the spirit of the likes of Dan Gurney, opened its track to a breed set apart: grand prix motorcycle racers.

Individuals all, colorful and flamboyant to say the least. Riders came to Riverside from throughout the United States and Mexico for the running of the 14th annual Viewfinders Grand Prix and the action that ensued was astounding.

The first race off the grid, the early Saturday morning 100-175cc Classified race, found Brian Myerscough, mounted on a 125cc Honda, leading the way into a grueling 100-mile race.

Myerscough, a consistent winner in both grand prix and motocross, moved from pavement to dirt, seemingly effortlessly. Early into the race, he gathered a superb lead and held strong from start to finish.

Off the start it was a triple duel for the lead between Myerscough, Mike Sixbery, aboard an O'Neal/Team Green-sponsored Kawaskai, and Premier Yamaha ace Kurt Pfeiffer. By the end of the first 10 mile lap, Myerscough found Conejo Honda rider Peter Postel taking over the shotgun position with Sixbery holding firm in the third place slot. Bill Mattox held fourth and Suzuki rider, Ed Price rounded out the top five.

Throughout the grueling race, positions in the top five changed hands from lap to lap with Tim Sinclair, on the gas and smoking, moving his Yamaha up into fourth by the end. Graig Westergaard, piloting a 125 Suzuki for Thor Racing, was burning up the track and zooming into the top three by the end of the race.

When the checkers waved the riders home, Myerscough emerged the victor in the 125cc Experts, 175cc Expert Sixbery claimed second place honors and rounding out the top three was Westergaard.

When the 100cc to Open Sportsmen blasted off the grid Saturday afternoon, a tight and hairy dice went down between the top three. Veteran Bill Saltzman, aboard an Open Husqvarna for the Checkers, edged out into the lead, bringing with him fellow Checker Bill Tarling on an Open Honda and Gary Charters, riding for the Charters Race Team.

A wild and crazy bunch, to say the least and absolutely the hairiest race of the day. Leads were being tossed back and forth like a hot spark plug and racers were taking some peculiar lines around and through the mud and water. One enterprising rider held a sponge in his hands throughout his race, dabbing at his number plate before being hosed off.

Tarling had his ups and downs, moving back and forth from second to first, back to second again on the sixth lap, then finally sliding back to fourth by the end of the race. Veteran Dale Felger, at the helm of a 250cc Suzuki, simply grabbed a handful of gears, turned his machine loose and by the end of the afternoon had taken command in what had to be one of the finest rides of the weekend. He was followed in hot pursuit by Jay Stranger, moving into the shotgun position and Shawn Underwood, rid-

ing a Yamaha for Team AWOL, wheeling his way into third.

When the finish line finally loomed into sight, Felger led the battle-worn troops home. Stranger came home to second overall honors and Underwood came across in third. Tarling, who had changed positions at every turn along the way, settled into fourth.

Richard Pogue turned his red hot Open Honda loose Sunday morning and quite simply stole the show in the Open Novices. He had to fight for his win, but Pogue was storming! He moved into the lead from sixth place at the end of the first lap. Pogue had his work cut out for him with heavy action from the rear. Yamaha-mounted Brian Sanders was on the gas in second and fighting to hold at bay a monstrous pack. John Stapleton, a proud member of Team Squid, was pushing his way through the crowd and soon found himself locked into a do-or-die duel with Pogue for command.

With approximate lap times of 17 minutes, 25 seconds, Pogue was burning up the track. He soon established a three minute lead over Stapleton in second, who in turn was keeping two minutes ahead of Daniel White in third. White, in true fashion, was three minutes ahead of Sanders, rounding out the top four. When the white flag was whipped out, the spectators were bouncing off the pit walls. White, now up to second, was 30 seconds away from taking home the gold and pushed Pogue relentlessly down the home stretch. Stapleton had fought valiantly and finished the day with third overall honors in a race, beset with mechanical fatalities.

The final duel of the weekend, the 250cc and Open Experts and Sidehacks, brought the crowd to its feet for the tighest duel of the year. Craig Adams, riding for North County Honda, fought tooth and nail against Dan Ashcraft, a crafty desert racer riding a Husqvarna for Pro Circuit. These two men kept the crowd in suspense from wire to wire, switching the lead back and fourth through most of their 100-mile encounter.

Adams and Ashcraft, locked into a handlebar clashing and wheel banging duel throughout their first lap, continued to try and outfox each other over every inch of the terrain.

The pack they left behind were taking the course two and three abreast. Absolute insanity! Into the third lap, Ashcraft slipped a wheel under Adams and held command by the skin of his teeth down to the end of the day. With average lap times of 15 minutes, these two were flat out over unbelievable terrain. When the checkered flag brought an end to the madness, Ashcraft came home victorious. Adams followed close behind for second. Lee Scheffers, out of Hemet Cycle Center, had fought to catch both Ashcraft and Adams and emerged in third with Bill Tarling, back after a superb ride Saturday, cinching fourth ahead of Dan Smith in fifth.

As for the Sidehacks, who had to share the same track with Ashcraft and Adams, they had a rough go of it.

The Tom and Scott Whitney team aimed their 1000 Harley-Davidson down the straights and deep into the turns, leading for the first five laps, then running into trouble. Ralph J. Whitney and Perry Melillo edged their 850 Norton/Wasp up through the pack and into the lead by the end of the day. Several of the sidehacks had wheel problems, such as having them turn sideways or come off altogether.

Whitney and Melillo ran strong and emerged triumphant, followed by Les Ketcham, Jr. and Kenny McIntyre in second with the pairing of Ron Hall and Robin T. Dickson rounding out the top three runners.●

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5-23 Idaho Falls, Id.
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6-6 Brentwood, Ca.
6-13 Huron, Ca.
6-27 Brentwood, Ca.

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6-6 Ft.Collins, Co.
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6-27 Mitchell, Neb.

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6-19 & 20 Houston, Tx.

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Winner Kenny Roberts is flanked by Barry Sheene (left) and Freddie Spencer (right) on the victory podium in Buenos Aires.

World Championship Road Race Series: Round 1

Roberts by whisker in Argentina

King Kenny Roberts started the season off with a bang. He's seeking his fourth World Championship road racing title.

By Norrie Whyte
Photos by John Noble

BUENOS AIRES, ARGENTINA, MAR. 28

What a start to the 500cc Gran Prix season! In the opening Argentine round, Yamahas notched a decisive 1-2 with Kenny Roberts pipping a revitalized Barry Sheene by half a second.

And on a twisty track that suited them, the new Honda two-strokes were in the hunt.

Fast Freddie Spencer was only half a second down on Sheene in third place.

Teammates Marco Lucchinelli and Takazumi Katayama were fifth and sixth on the deep-throated Honda 3s.

It was a disappointing day for Suzuki. Their best finisher was Franco Uncini—Luchinelli's replacement in Roberto Gallina's Italian team—who was fourth.

Randy Mamola felt he could have won. He charged through from a poor start to close on the leaders when mechanical gremlins sidelined him.

And his new teammate Virginio Ferrari, riding with a broken bone in his wrist as the result of his U.S. practice prang, was never far from the rear and retired.

This really was one of the great GPs of all time, mainly because no-one was quite sure what the new Honda 3s would do.

On circuits where outright horsepower isn't the all-important factor, they'll do OK on this first showing.

Though it wasn't really noticed by the 25,000 crowd around the 2.47-mile Buenos Aires track, tension was power-packed.

Four Japanese works teams. Less than a second split the first seven in qualifying. Add the Honda excitement and the sunshine. Has there ever been a better start to a GP season?

New Team Agostini member Graeme Crosby led for the first lap. Then Spencer got ahead. You could taste the "Will Spencer and Honda do it?" in the pits area air.

With Crosby retiring on lap four with one cylinder broken, the leaders formed into a quartet—Spencer, Roberts and Sheene with World Champion Lucchinelli always at the rear as Spencer found the pace.

Mamola was trying desperately hard to overcome his terrible start. He pulled up well through the traffic and by halfway was up to fourth.

Soon after, the bike broke—the gear selection went awry because the footrest turned, he said—and Mamola was out.

That left Roberts, Spencer and

Sheene battling as they had from the start. A second covered the four at quarter distance.

Suddenly, on lap ten, Roberts turned up the wick. As Spencer got the Honda sideways for about the only time in the 32 laps, Roberts raised the trackside dirt as he took the lead for the first time.

As Spencer sorted himself out, he was relegated to third as determined Sheene went through.

The leading quartet made an impressive sight as they thundered nose-to-tail round the sweeping right-hander in front of a lake with Buenos Aires skyscrapers as a backdrop.

It was an oft-changing battle despite it being a difficult track on which to overtake: lap 13 -- Spencer leads Roberts and Sheene, lap 14 -- Roberts leads Sheene and Spencer, lap 15 -- Sheene leads Roberts and Spencer, lap 16 -- Roberts leads Sheene and Spencer.

The pace was as hot as the sun was blistering.

And all this time, Lucchinelli was lurking 15 yards down in fourth and Mamola was closing and bringing Uncini with him.

With ten laps to go, Mamola was out. Overheating problems slightly slowed Lucchinelli, who was passed by Uncini.

With five laps to go, Spencer dipped out in overtaking backmarkers and lost the tow he had been getting down the straight.

So he suddenly lost 50 yards -- too much in that company in that form.

Now it was down to two, though Spencer never gave up and did pull some yards back.

For the last few laps, Sheene had attacked Roberts. Britain vs. USA. Michelin vs. Dunlop. It was good stuff.

Sheene lost out a fraction lapping Brazil's Antonio Grecco at the chicane. But Roberts had an even nearer miss. Going into the first gear left-hander near the paddock, Grecco cut into Roberts' path.

Roberts deftly dropped under him and shouldered him up the sliproad. Mr. Grecco continued to finish 20th and last.

The Roberts-Sheene battle continued unabated. Roberts knew where Sheene wanted to pass and blocked his route.

No one was going to outbrake Roberts at the final chicane. He left his braking desperately late to win by three-fifths of a second.

Sheene's last lap was his quickest -- only .8s slower than Roberts' quickest lap of the race.

Gaining all the time, Spencer was only a further three-fifths of a second behind Sheene at the end of one of the great 500 GPs -- just like last year's West German at Hockenheim.

Said Spencer: "When I lost their draft on the long straight; that made the difference."

Sheene, who had fitted the hardest brake pads available, had the front brake lever go back to the bar toward the end.

It was a happier Sheene in Buenos Aires; determined, better equipped by Yamaha, and trying desperately hard throughout practice and racing.

He told local journalists he could win the World Championship if he got a good result in Argentina. He's got the result!

Before the race, many pundits reckoned Roberts for the 12-round championship but couldn't make up their minds on an Argentine winner.

It turned out to be Roberts.

He upped the pace toward the end with lap 26 his quickest. He felt he was on control.

Said Roberts: "I knew Barry wanted to pass on the fast right-hander where my bike dragged on the ground. But I

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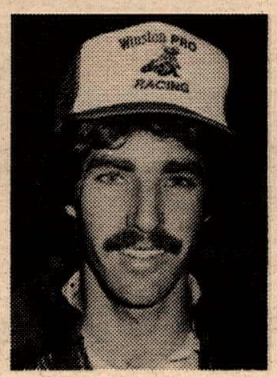

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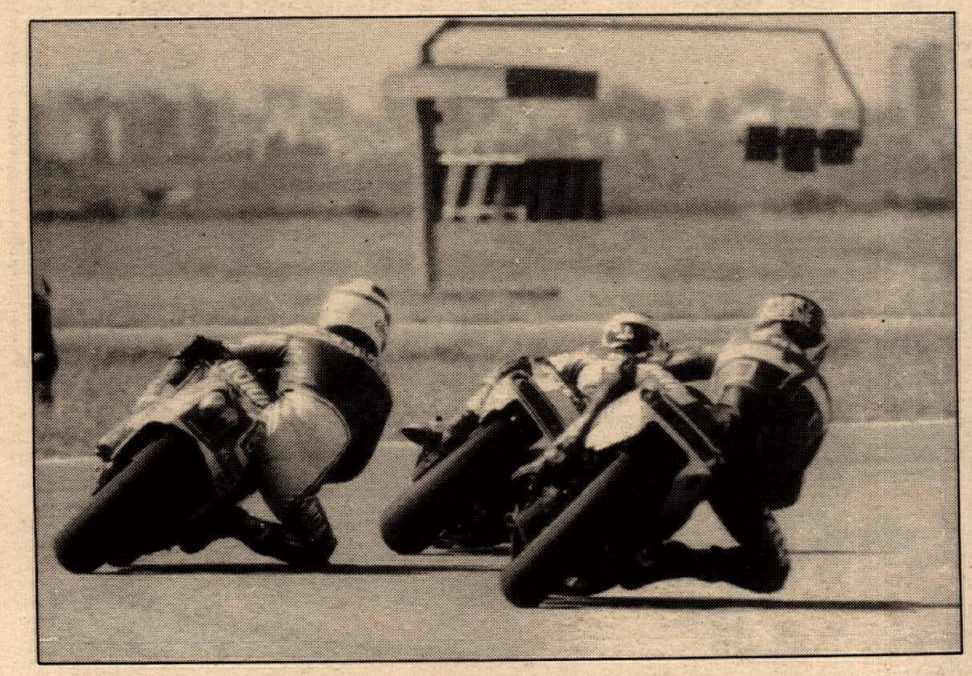
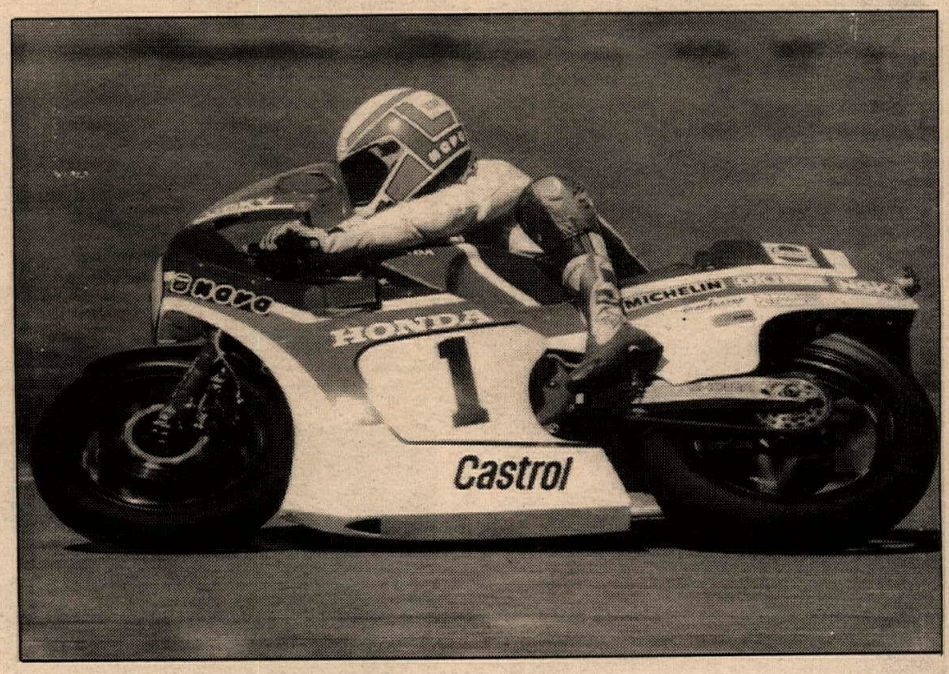
Freddie Spencer, aboard a Honda-3, leads Yamaha's Kenny Roberts (3) and Barry Sheene (7) early in the race.

The skyscrapers of Buenos Aires form a backdrop for (left to right) Spencer, Roberts and Sheene.



Defending World Champion Marco Lucchinelli finished fifth. His Honda-3 suffered overheating problems.



sewed that up by slowing two corners before and accelerating hard and sticking to the white line.

"This was the first time I had raced on Dunlops. They were good, though we could have used a softer compound.

"Barry's Michelin seemed to be better on the exits but the big Dunlop had more on the corners."

In fourth place, Uncini was untroubled. He finished seven seconds ahead of Lucchinelli who was happy in fourth place till halfway, when the temperature rose and the motor seemed to lose its edge.

Half-a-minute behind Lucchinelli came teammate Katayama, who showed no ill-effects from his previous Sunday's spill.

In seventh spot, Marc Fontan also had no ill-effects from a practice crash. He ended seven seconds clear of Kork Ballington's Kawasaki. Ballington now waits with relish for round two in Austria, when he hopes to have the Dunlop monster slick.

Jack Middelburg, ninth, and new 500 racer Loris Reggiani, tenth, were the last two not lapped by the leading trio.

It really had been a cracking start to what promises to be the best GP season in years.

The four Japanese factories are all in the hunt. The Honda men were happy, though it was generally felt that more horses were needed for the quick courses like Salzburg and Silverstone.

Roberts won, Sheene, back on form, could have won. So, too, could Mamola if he hadn't messed up.

Said Mamola: "At the start it missed then I slipped the clutch and the rest had gone. From 15th I pulled up to join them, taking things steady.

"I could have turned in 1m 34s laps all day. I reckon I'd have won if I'd got the start." ●

Results

500cc (32 laps — 79.22 miles): 1. K. Roberts, USA (Yam); 2. B. Sheene, GB (Yam); 3. F. Spencer, USA (Hon); 4. F. Uncini, Italy (Suz); 5. M. Lucchinelli, Italy (Hon); 6. T. Katayama, Japan (Hon); 7. M. Fontan, France (Yam); 8. K. Ballington, S. Africa (Kaw); 9j. J. Middelburg, Holland (Suz); 10. L. Reggiani, Italy (Suz).

350cc (30 laps — 74.26 miles): 1. C. Lavado, Venezuela (Yam); 2. J-F. Balde, France (Kaw); 3. D. de Radrigues, Belgium (Yam); 4. E. Saul, France (Yam); 5. J. Cornu, Switzerland (Yam).

125cc (26 laps — 64.32 miles): 1. A. Nieto, Spain (Gar); 2. R. Tormo, Spain (San); 3. W. Perez, Argentina (MBA); 4. A. Auinger, Austria (MBA); 5. I. Palazzese, Venezuela (MBA); 6. P. Bianchi, Italy (San); 7. H. Vignetti, Argentina (San); 8. E. Lazzarini, Italy (Gar); 9. G. Waibel, West Germany (MBA); 10. P. Carlson, Sweden (MBA).

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